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 **san bruno** 

 **land use element** 



LAND USE ELEMENT

of the

San Bruno General Plan

February, 1977

San Bruno.

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PREFACE

This document constitutes the entire Land Use Element of the San Bruno General Plan to date. The 1974-1977 study of the Land Use Element was undertaken in response to the need to update and re-evaluate the previous land use element adopted in 1967. The element reflects the changes in data, legislation, community development policies, and community attitudes that have occurred in the past ten years.

In an effort to ascertain community attitudes and to increase citizen participation in the planning process, a nineteen-member Citizens' Land Use Committee (CLUC) was appointed to study land use issues. The citizens' committee met bi-monthly for six months and developed goals, objectives, and a recommended land use map. The Planning Commission considered the recommendations of the Citizens' Land Use Committee, public input obtained at numerous study sessions and public hearings, and information provided by City staff to develop the Land Use Element recommended to the City Council.

This Land Use Element follows the General Plan Guidelines as established by the previously existing Council on Intergovernmental Relations and meets the requirements of Government Code Section 65302(a) which requires a land use element as a part of all city and county general plans, as follows:

"A land use element which designates the proposed general distribution and general location and extent of the use of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."*

In addition, this element complies with the State Guidelines for implementation of the California Environmental Quality Act, and specifically addresses Section 15148 of the State Guidelines with regard to the requirements for an environmental impact report as part of a General Plan. This document also conforms to the City of San Bruno's Environmental Review Process.

In reviewing the Land Use Element, it is important to recognize the inter-relationships of the Land Use Element with the other parts of San Bruno's General Plan which include the circulation, housing, open space, conservation, scenic highways, noise, seismic and safety elements. Data and policies contained in the other elements have been utilized to make land use decisions. All of the elements, of which the land use element is the most fundamental, constitute the City's comprehensive policy document for planned community development.

*Government Code of State of California. Section 65302(a).

1. introduction and summary of land use issues

I. INTRODUCTION AND SUMMARY OF LAND USE ISSUES

The Land Use Element responds to state laws and to the goals and objectives for community development as established in this document and San Bruno's other general plan elements.

Most of the land in the City of San Bruno has already undergone development for urban uses and only approximately six percent of the land within the City's boundaries is vacant. Because the major land patterns throughout the City are already established, the Land Use Element is primarily concerned with the following land use issues:

Determination and preservation of existing viable patterns of land use: A major concern for a community that has almost completed its development process is to ensure that the character and stability of existing viable land uses are maintained in an orderly manner.

Mitigation of negative environmental effects which impact already-developed and existing land uses and future land uses: A key concern for a community that is subject to seismic and geologic hazards, airport and freeway noise, and some flood hazards is to identify the source of the adverse effects and attempt to reduce the source itself and to mitigate the adverse impact of the source on the people of the community.

Determination and conversion of non-viable land use patterns: Various factors may require that transitions in existing land use patterns be made and such changes must be evaluated carefully, planned over a period of time, and organized according to a specific plan.

Utilization of vacant land: Although the vacant land constitutes only six percent of the total in the community, much of the vacant land is concentrated in important locations and the scope and quality of the development is very important to the overall image of San Bruno.

Determination of regional issues which will affect San Bruno's land use policies: Being located in the metropolitan Bay Area, San Bruno must coordinate its land use decisions with the regional planning policies of the area.

The policies and action programs in the element respond to the above-stated major land use issues. The action program suggests four major types of actions: establishment of broader regulatory provisions for land use and revisions to certain existing city codes; preparation of additional land use and economic studies in certain areas; expansion of inter-jurisdictional/cooperative planning efforts; and establishment of a continuing evaluation process for the land use element.

II. major factors affecting land use decisions
in san bruno

Many factors affect land use planning and decision-making. For purposes of this study, the following considerations summarize San Bruno's major land use factors:

- Natural Setting and Environmental Constraints
- Existing Land Use and Circulation Patterns
- Community Facilities and Services
- Social Considerations
- Economic Considerations
- Local Policies and Community Attitudes
- Regional Policies and Plans
- Land Use Alternatives

Briefly, the existing status and future implications of each factor will be discussed in this section.

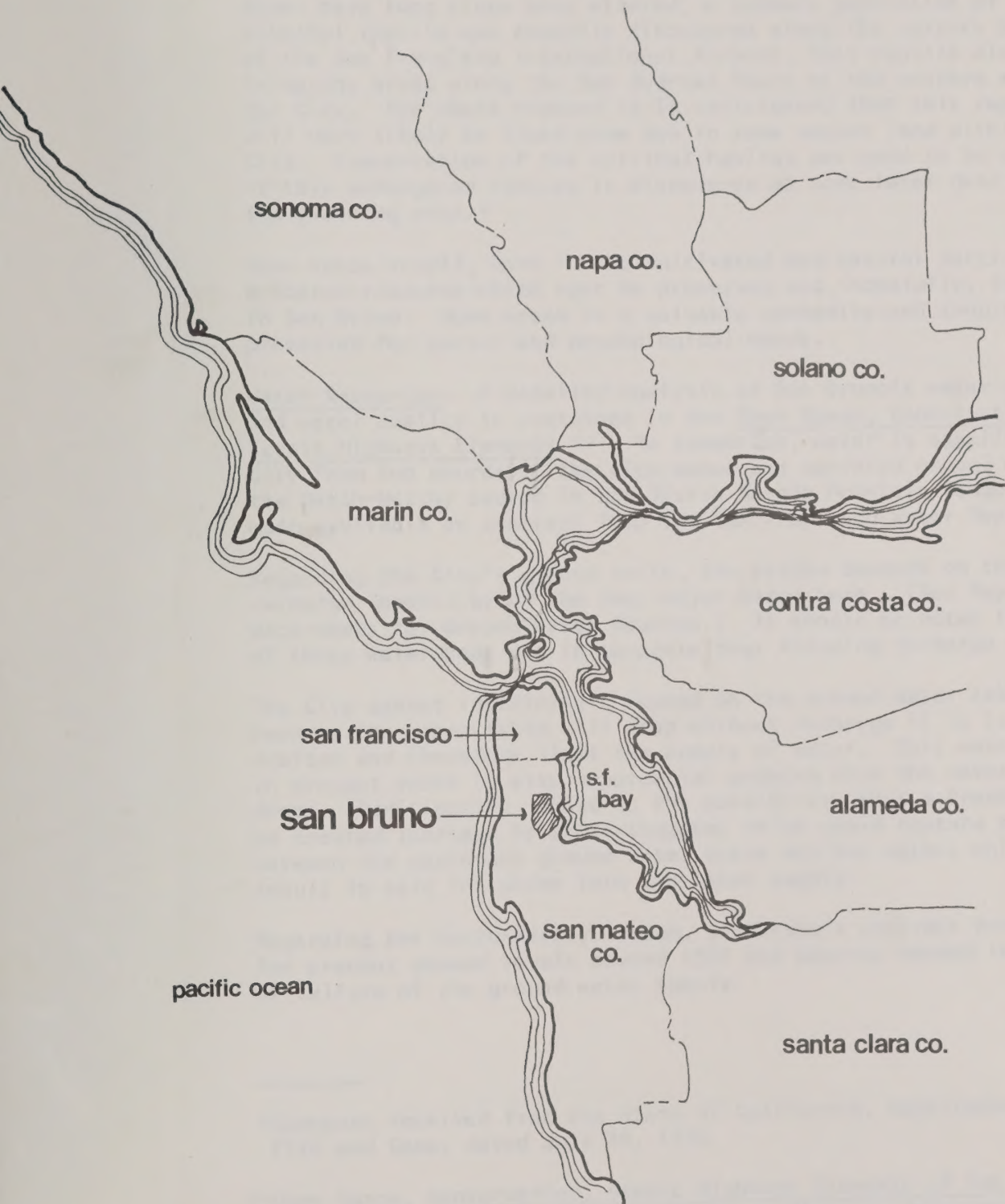
Natural Setting and Environmental Constraints

Location. San Bruno, which is located in northern San Mateo County, occupies 5.6 square miles of the County's 454 square miles. San Mateo County is located in the southwest corner of the nine-county area generally described as the San Francisco Bay Region. (See Map 1) The City of San Bruno is twelve miles south of the San Francisco Civic Center, fourteen miles north of the county seat at Redwood City, and is bordered by the San Francisco International Airport to the east and the City and County of San Francisco watershed lands to the west. Contiguous local jurisdictions include South San Francisco to the north, Millbrae to the south, and Pacifica to the northwest.

Topography and Climate. From a topographic point of view, San Bruno is nestled between the San Francisco Bay to the east and Sweeney Ridge, which is the northern crest of the coastal mountains, to the west. Beginning in the eastern flatlands, the city rises gently, from 25 feet above sea level at El Camino Real to 200 feet along Interstate 280. From this point, the hills rise steeply, reaching an elevation of 500 feet along Skyline Boulevard and continuing to 600-800 feet west of Skyline.

Although Sweeney Ridge partially protects the community from the coastal elements, the hilly sections of the community experience considerable wind and fog. San Bruno averages 290 sunny days a year with the temperatures ranging between 50° and 80° in the summer and 36° and 65° in the winter. San Bruno also experiences frequent temperature inversions (warmer dry air, riding over cool marine air at varying heights) which create a layering effect which limits the volume of air into which pollutants can be dispersed. (See Air Quality Analysis, Appendix D.)

Natural Resources. Conversion of the raw land to intense urban land uses has generally disrupted the natural setting of plant communities and habitat of wildlife in San Bruno. San Bruno's



Open Space, Conservation, and Scenic Highway Elements inventory the city's natural resources and recommend conservation policies which are reflected in this land use element.

The City of San Bruno is also within the range of the endangered San Francisco garter snake. Although most natural habitats in San Bruno have long since been altered, a remnant population of this colorful reptile was recently discovered along the eastern boundary of the San Francisco International Airport. This reptile also exists in marshy areas along the San Andreas Fault at the western edge of the City. For these reasons it is anticipated that this reptile will very likely be found some day in some vacant land within the City. Preservation of the critical habitat may need to be considered if this endangered species is discovered at some later date within the planning area.*

Open space itself, both in the cultivated and natural setting, is a scarce resource which must be preserved and, hopefully, increased in San Bruno. Open space is a valuable commodity and should be preserved for social and psychological needs.

Water Resources. A detailed analysis of San Bruno's water resources and water quality is contained in the Open Space, Conservation, and Scenic Highways Elements.** To summarize, water is supplied to the City from two sources: the City-owned and operated ground wells and the Hetch-Hetchy source in the Sierra Nevada Mountain Range, which is made available by contract from the San Francisco Water Department.

Regarding the City's ground wells, the system depends on the recharge capability of the four major watersheds. (See Map 2: Watersheds for Ground Water Sources.) It should be noted that most of these watersheds are in concrete thus reducing recharge capability.

The City cannot indefinitely depend on the ground water table because the water table will drop without recharge if it is over-drafted and therefore limit the supply of water. Salt water intrusion in drought years is also a potential problem when the water table drops. Additionally, there is the possibility that a breach could be created (perhaps by an earthquake) which would rupture the barrier between the peninsula ground water table and Bay waters which could result in salt intrusion into the water supply.

Regarding the Hetch-Hetchy system, San Bruno's contract provides for present demand levels beyond 1982 and back-up demand in case of failure of the ground water supply.

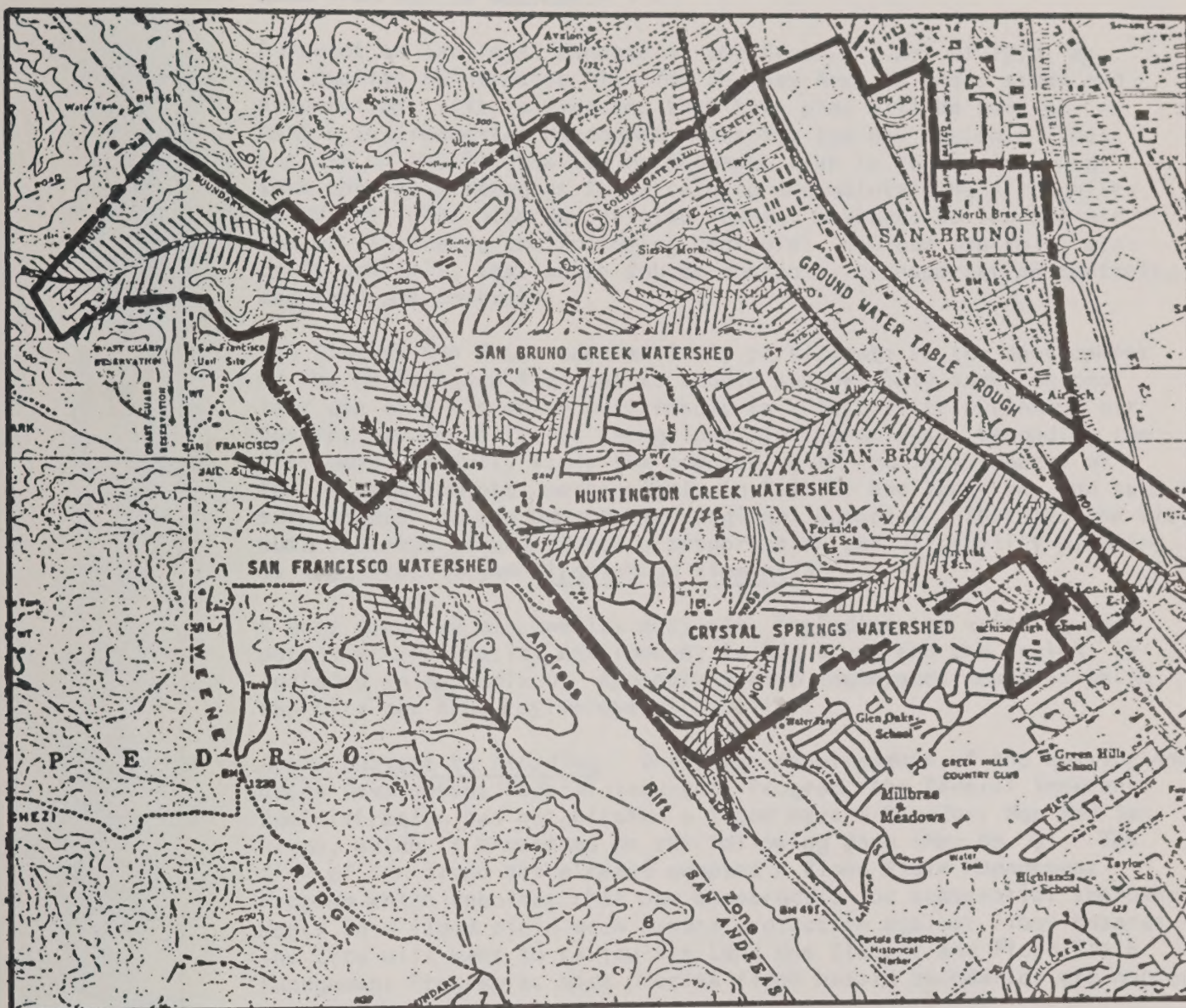
*Comments received from the State of California, Department of Fish and Game, dated July 26, 1976.

**Open Space, Conservation, Scenic Highways Elements of San Bruno General Plan, prepared by the San Bruno Planning Department. Adopted 1974. (Pages 8-13).

The San Bruno Department of Public Works does not expect the City's future demand for water to increase greatly or to exceed the levels of planned availability of water; and this projection is based on the assumption of a fully developing Bayhill, Tanforan, and Navy-Lincoln areas (See Section IV, Land Use Analysis by Planning Area) and the possible infill of smaller residential subdivisions.*

Therefore, with regard to future water resource planning, the City must locate alternative well sites, maintain open space and appropriate vegetation in the watersheds, review land use proposals to determine if they will increase the City's demand for water beyond what is expected, and actively work with San Mateo County in the development of a Water Resources Plan which hopes to develop regional alternate sources of water that will reduce dependence on both the Hetch-Hetchy system and the northern San Mateo County ground water resources.

*Wilfred Lowe, Assistant Director of Public Works, City of San Bruno.



watersheds for ground water sources

land use element

Air Quality. The San Francisco Bay Area, of which San Bruno is but one component, is in one of the State designated critical air pollution basins. The San Francisco area's most serious pollution problem is attributable to mobile sources. Of the total emissions in the region, 58% of the hydrocarbons, 70% of the nitrogen oxides, and 90% of the carbon monoxide emissions come from mobile sources.*

Pursuant to the legal mandate of the Clean Air Act of 1970, an Air Quality Maintenance Plan for the Bay Area is under study and preparation. (It is expected that this plan will be part of ABAG's Environmental Management Plan for the Bay Region.) The purpose of the Air Quality Maintenance Plan is to develop long-term control strategies for attaining and maintaining air quality standards. The plan may develop several measures to improve air quality including the following controls: new car controls, aircraft controls, stationary source controls, transportation controls, and land use controls.

The City of San Bruno must actively participate in the development of the Maintenance Plan and it should support only such regional land use controls which will result in a fair distribution of air quality responsibilities among local jurisdictions. Secondly, the City must carefully study the cumulative air quality impacts of future developments, particularly in Bayhill and Tanforan, and submit such studies to the appropriate regional agencies. Thirdly, the City must continue to coordinate transportation and air quality planning as suggested in the Circulation Element.**

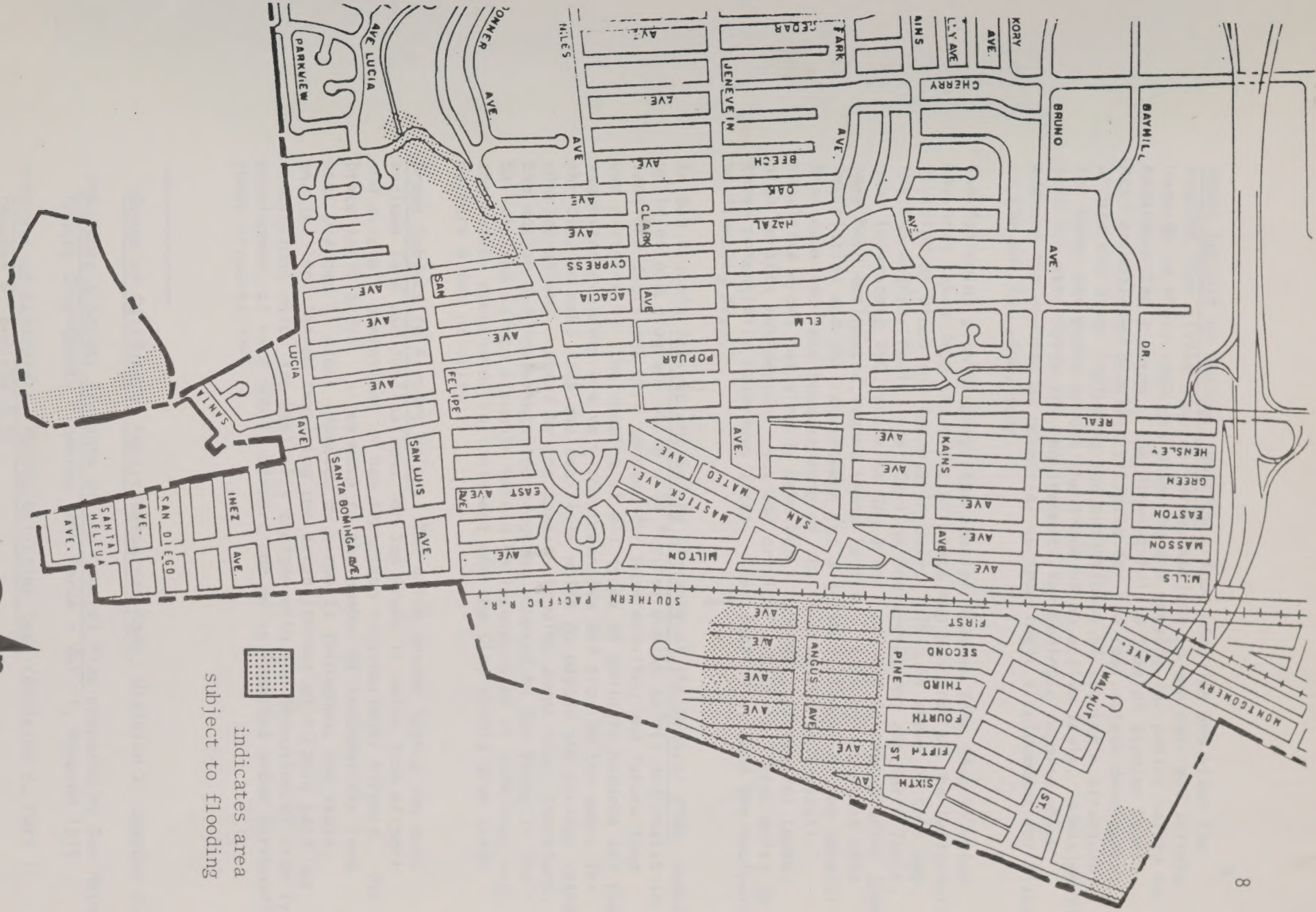
A more detailed air quality analysis, including the existing and potential air quality environment in San Bruno and the region, is included in Appendix D. Appendix D also enumerates measures which the City can take to improve air quality.

Areas Subject to Flooding. Under the requirements of the Housing and Urban Development Federal Insurance Program, the Federal Insurance Administration has established a Flood Hazard Boundary Map for San Bruno, which is presented on the following page (Map No. 3). The City of San Bruno has already adopted a Flood Plain Management Program which requires that new construction or substantial improvements in a flood plain area assure protection against flood hazards.*** The City will want to review its Land Use Element and Flood Plain Management Program as more precise flood hazard boundaries are mapped.

*Transportation Control Strategies in the San Francisco Bay Area. Working Paper, Bay Area Air Pollution Control District.

**Circulation Element of San Bruno General Plan, prepared by Torrey & Torrey, Inc. Adopted 1975 (Appendix A).

***Flood Plain Management Program, adopted by San Bruno Ordinance No. 1257, February, 1976.



indicates area
subject to flooding

Areas Subject to Geologic Hazards. Good planning and state law require that cities consider areas subject to geologic and seismic hazards in their land use planning and provide for public safety in hazardous fault zones. The Alquist-Priolo Special Studies Zones Act* establishes detailed criteria for new real estate development within the zones including the prohibition of placing a structure for human occupancy across the trace of an active fault. Additionally, this Act sets forth the requirements for geologic reports which address the problem of potential surface fault displacement for sites in the special study zone.

The following page displays the Special Studies Zone (Map 4) which has been taken from the official state map prepared by the California Division of Mines and Geology in July, 1974. As shown on this map, the San Andreas Fault, near Skyline Boulevard, and the Serra Fault, near Interstate 280, traverse San Bruno, and the Special Studies Zones have been designated around these faults. It is obvious that this legislation and the requirement for a seismic element of the General Plan came too late because most of the land in the geologically sensitive areas has already been built upon and, in several cases, high density residential uses and critical public buildings exist in these potentially hazardous areas. (See Section V, Land Use Analysis by Planning Area.)

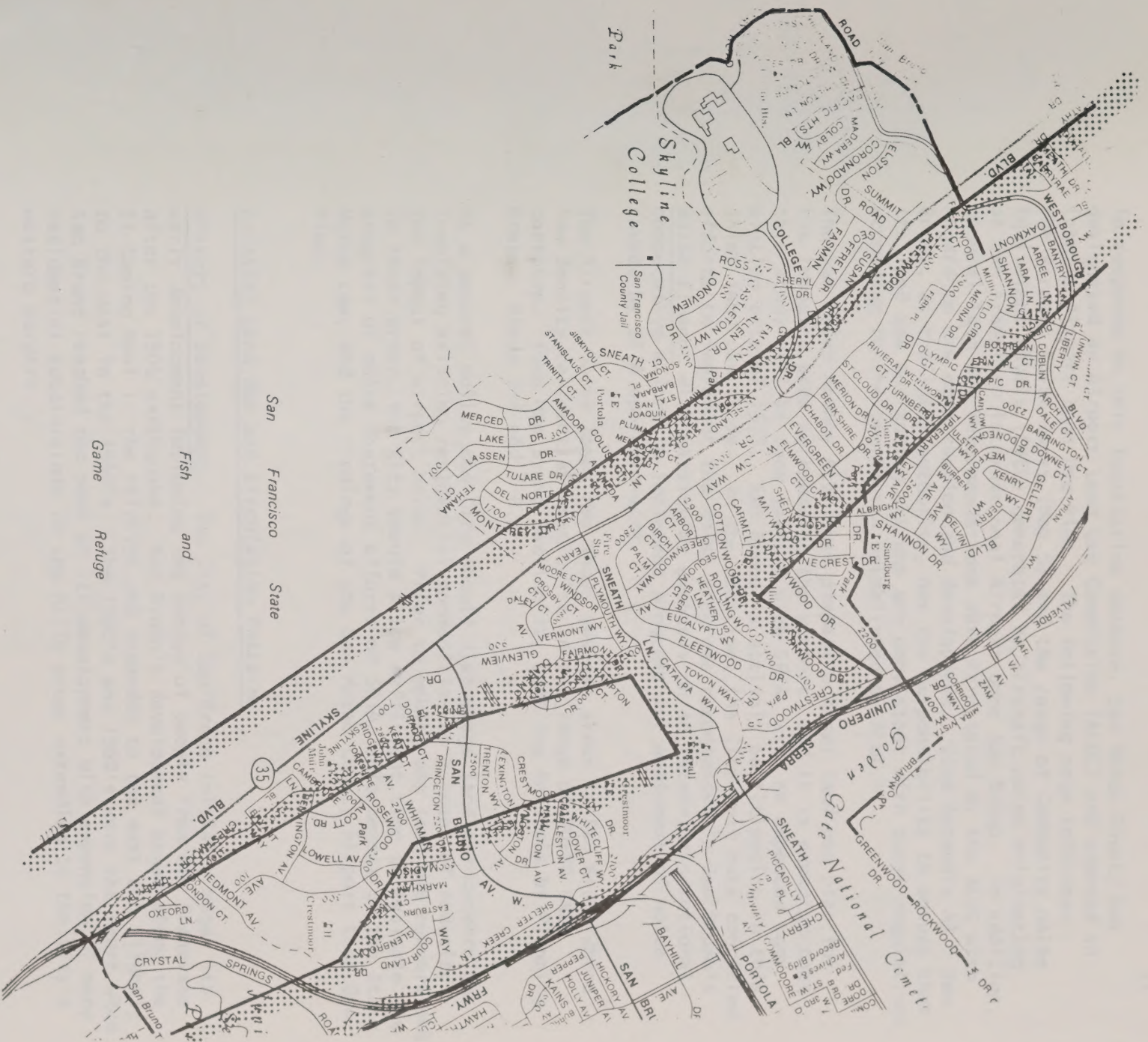
In San Bruno's Seismic and Safety Elements of the General Plan, numerous policies and programs which will further public safety and assist in land use decisions were adopted for both existing and future land use patterns.** The mapping of all types of geologic hazards and the suggested programs are very comprehensive and provide the means for the City to make land use decisions which go beyond the minimum safety considerations imposed by the Special Studies Zones Act. Therefore, the action and implementation programs adopted by San Bruno in the Seismic and Safety Elements should be incorporated by reference into the action program of this element and the City should give these matters a top priority.

Areas Subject to Airport Noise. The noise source having the most serious land use implications for San Bruno is noise from airport and aircraft operations at San Francisco International Airport. The State legislature, in response to the number of incompatible land uses planned in areas impacted by airports throughout the state, enacted legislation requiring the establishment of Airport Land Use Commissions which are basically charged with the promotion of orderly development of each public airport and noise impacted areas surrounding these airports.***

*State of California, Public Resources Code, Division 2, Chapter 7.5

**Seismic & Safety Elements of the General Plan prepared by San Mateo County City-County Planning Task Force - Vol. 1, Adopted 1975

***State of California, Public Utilities Code (Division 9, Part 1, Chapter 4, Article 3.5)



geologic hazard area

Game and Fish
Refuge

San Francisco State

Skyline College
San Francisco County Jail

Golden Gate National Cemetery

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land use element

geologic hazard special studies zone

In response to this legislative mandate, San Mateo County has designated an Airport Land Use Commission (ALUC) and adopted an Interim Airport Land Use Plan. The following page indicates the Airport Noise Zones (Map 5) and the range of Community Noise Equivalent Levels (CNEL) generated by aircraft noise originating at San Francisco International Airport upon San Bruno. In addition, general land use recommendations were formulated by the ALUC with regard to new construction and development. (See Appendix A). San Bruno, as the local authority, has the responsibility to ensure that its land use and zoning actions are consistent with these regulations according to the procedures established by ALUC.*

The San Mateo County ALUC must prepare a final land use plan for the impacted area surrounding the airport, and it is expected that this study will be done jointly with SFIA, with an expected completion date of 1977. San Bruno is actively participating in this joint land use study. In the meantime, the City must make concerted efforts to implement the noise programs recommended in San Bruno's Noise Element with particular emphasis on an inter-jurisdictional cooperative effort to implement programs for abatement of noise caused by SFIA operations.**

The Airport Noise Zones Map shows several areas in San Bruno where low density residential uses exist in the range of 70-80 CNEL contours. (See Map 5 and Section IV, Land Use Analysis by Planning Areas: Areas 7-A and 7-B.)

As a general policy the City should discourage land use conversions involving existing residential communities as a means of reducing the impact of airport noise. Prior to making any land use conversions in these areas, the City should allow sufficient time to evaluate the progress of noise abatement efforts of SFIA, enforcement of the State Noise Law, and the findings of the San Mateo County Airport Land Use Plan.

Existing Land Use and Circulation Patterns

History of Development. The City of San Bruno initially began its early development following the exodus of people from San Francisco after the 1906 earthquake. San Bruno's development began along the El Camino Real in the thirties and expanded to the east and slightly to the west in the 1940's. The 1950's and 1960's were the years when San Bruno reached the peak of its development with expansion of many residential subdivisions in the hilly areas extending to the City's western borders.

*Interim Airport Land Use Plan. Airport Land Use Commission, San Mateo County Planning Department, 1973.

**Noise Element of San Bruno General Plan, prepared by Maurice A. Garbell. Adopted 1975.



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land use element

airport noise zones

Land Use Patterns - 1976. For purposes of analysis, the existing land use patterns have been summarized into general classifications on the following page.* The summary indicates that San Bruno has developed primarily as a residential community with supporting community facilities and commercial land uses. The unclassified category includes the City streets, state and federal highways, and the railroad rights-of-way. The existing highway patterns have created both physical and psychological barriers in several San Bruno areas and this type of disruption should be avoided in the future. (See Appendix B for Definitions of Land Use Classifications.)

*Existing Land Use Map - June, 1975 - prepared by Jim Evans,
Planning Aide, San Bruno Department of Planning and Building.

GENERAL CLASSIFICATIONS
EXISTING LAND USE -1976

(See Appendix "B" for Definition of Classifications)

	<u>No. of Acres</u>	<u>% Of Total</u>	<u>Number of Acres</u>	<u>Percent of Total Acres</u>
<u>RESIDENTIAL:</u>			1318.4	37.0
Low Density:	1060.3	29.7		
*Medium Density:	43.5	1.2		
*High Density:	214.6	6.0		
<u>COMMERCIAL:</u>			163.1	4.5
Neighborhood:	30.7	0.8		
*Community:	75.4	2.1		
Regional:	57.0	1.6		
<u>OFFICE:</u>			32.7	.84
Neighborhood:	1.5	.04		
Community:	-	-		
Regional:	31.2	.8		
<u>INDUSTRIAL:</u>			66.4	1.8
Research/Administrative:	48.2	1.3		
*Light:	18.2	0.5		
<u>COMMUNITY FACILITIES:</u>			701.3	19.6
Parks/Open Space:	477.5	13.4		
Schools/Public Buildings:	223.8	6.2		
**UNCLASSIFIED:	1065.4	29.9	1065.4	29.9
***VACANT LAND:	212.6	5.9	212.04	5.9
	<u>3560 ±</u>	<u>100 ±</u>	<u>3560 ±</u>	<u>100 ±</u>

NOTE: Definition of residential land use classifications in reality are not as precise as indicated. Land use practices in San Bruno allow for low density residential uses in medium density residential areas and low and medium density residential uses in high density residential areas.

* Indicates a mixed use category, which is grouped into the category of the land use which is predominant (i.e., in medium density residential category, all 43.5 acres are not developed at medium density and there is a mix of low and medium density.)

** Unclassified includes streets, highways, etc. (See definition in Appendix "B").

*** Vacant land figure is approximation of all vacant land in city irrespective of current zoning on property.

Vacant Land. Approximately 212 acres of vacant land, 5.9% of the total land in San Bruno, exist in San Bruno, excluding those lands which are preserved as open space. The Vacant Land Map (Map 6) illustrates the location of this vacant land. The planned utilization of this land is outlined in Section IV, Land Use Analysis by Planning Area and in Section V, Summary Land Use Plan.

Community Facilities and Services

Emergency Services. In all future land use decisions, the City must both evaluate the existing needs and future growth demands for provision of emergency services, such as police and fire protection. The City must be mindful that different types of land uses create differing demands for levels of service. The City should continue its present policy of interdepartmental review of site development plans on specific projects to ensure that developments reflect police and fire protection needs.

General Services. The two major types of general services which the City provides and which must be correlated with land use planning are the provision of parks, recreational programs and social service programs. The San Bruno Open Space Element inventoried parks and open space in the community and identified needs by planning area. Implementation of the Open Space Element action program is currently in process.

The provision of social services to people in San Bruno is expected to increase somewhat over the years in conjunction with increased available funding for provision of programs for low and moderate income persons and for senior citizens. Land use decisions and zoning regulations have a great impact on the availability of housing for these groups which, in turn, is a prime consideration in determining the location, scope, and need for social service programs. Existing land use patterns and conditions, topography, and circulation routes are key factors to consider in social service planning and vice versa.

A third type of service is being provided by the San Mateo County Transit District (Sam Trans). The bus routes for San Bruno were derived from analyses of existing land use patterns and population concentrations. The City should ensure that the transit routes and schedules are re-evaluated and coordinated with future plans for the City of San Bruno.

A fourth type of service of importance to the City is the provision of health services. Private medical and dental services are provided by individuals in the community. There are no hospitals in the community, but San Bruno residents are served by nearby hospitals in Burlingame, South San Francisco, and Daly City, as well as others in San Francisco and San Mateo County.

Schools. The existing school facilities are adequate to serve San Bruno's expected future needs. In the past few years, several schools in San Bruno have been closed or converted to administrative uses and other proposed school sites have never been developed as schools.

Because of the large size of most school sites, conversion to a different land use can have a significant impact on a neighborhood. When school sites become available in areas where the City has open space or facility needs, the City should attempt to lease or acquire the property for public use. If mutual interests cannot be served in this manner, then the City must ensure that the land use changes are compatible with surrounding patterns. Also, through recent changes in State law, the City now has acquired additional zoning controls over school-owned properties.

Utilities. Most of the areas in the community are already serviced with sanitary sewer facilities and storm drains, designed for the 25-year storm capacity. In some of the older subdivisions, the City's current design standards are not met, and, although the service is adequate for existing land uses, revisions would be necessary if land use conversions were made in the future. (This plan does not project any such changes.) The City should continue to cooperate with the gas, electrical, and phone companies in their research for energy conservation measures and in the undergrounding of unsightly utility poles and overhead wires.

Wastewater Management. San Bruno's wastewater is processed at the joint South San Francisco-San Bruno treatment plant which is located approximately one mile north of the San Francisco International Airport. The average dry weather flow of both cities to date is 8.5 million gallons per day and maximum wet weather flow experienced to date is 16 million gallons per day.*

Based on a projected maximum future population of 51,000 in San Bruno and 62,000 in South San Francisco, excluding Westborough, with these figures, the following wastewater volume projections are predicted:

San Bruno:	4.5 million gallons per day
South San Francisco:	8.5 million gallons per day
	13.0 million gallons per day wastewater volume/ average dry weather flow

The total projected peak wet weather flow is 25 million gallons per day.** This is more than adequate to handle projected population as determined by this element.

The City of San Bruno has adopted, in conjunction with South San Francisco, the referenced Wastewater Management Program which outlines in great detail the plans for treatment consolidation and water quality improvements based on the above-stated projections.

*Leo Van Dusen, Director of Public Works, City of San Bruno

**Wastewater Management Program - South San Francisco-San Bruno Sub-Regional Area, prepared by Jenks and Adamson, 1971. (Pgs. 3-8) (Definition of wastewater and assumptions for the population projections utilized for the Wastewater Management Program are contained in the report.)

Implementation of this plan will attempt to bring San Bruno's projected wastewater volumes into compliance with governmental regulations regarding discharge of wastewater in the San Francisco Bay. It is noted that the land use plan proposed in this element is within the population and land use assumptions of the Wastewater Management Program. (See footnote on page 17.) Based upon this Program, a joint project for secondary treatment is currently underway involving the Cities of Burlingame, Millbrae, South San Francisco and the San Francisco International Airport.

Solid Waste Management. San Bruno's solid waste is collected and processed at a transfer processing station located on Tanforan Avenue in San Bruno and is ultimately disposed of in the sanitary land fill on Marsh Road in Menlo Park. The City of San Bruno has adopted the Solid Waste Management Plan for San Mateo County and intends to cooperate in the programs established in that plan. The plan consists of a facilities plan, a resource recovery plan, and a financing plan. The plan and forecasts of solid waste quantities assume a San Bruno population of 46,700 persons in the year 2000.*

Social Considerations.

Population Trends. Between 1950 and 1960, San Bruno experienced its fastest rate of growth with the population growing from 12,478 persons to 29,063 persons--a growth rate of 130%. Between 1960 and 1970, the population increased from 29,063 persons to 36,254 persons for a growth rate of 24.7%. The January, 1976 State Department of Finance population estimate for San Bruno is 39,100 persons, which is a 7.8% increase since 1970.** Both San Bruno and San Mateo County have experienced a slower growth rate in the 1970's. San Mateo County's 1970 population of 556,234, compared with the 573,000 1976 estimate, indicates a 3% increase in population.

1970's County and City Population***

	<u>County of San Mateo</u>	<u>City of San Bruno</u>
1970	556,234	36,254
1971	559,900	Not Available
1972	560,900	37,000
1973	565,500	37,350
1974	568,900	37,800
1975	571,100	38,600
1976	573,000	39,100**

*Solid Waste Management Plan - San Mateo County - Prepared by County Engineering and Road Department - 1976. (Definition of solid waste and assumptions of the population projections utilized for the Solid Waste Management Plan are contained in the report.)

**1976 Population Estimate, not certified to date.

***Figures obtained from San Mateo County Planning Department and State Department of Finance.

Projection of future population for a community is based primarily on the amount of residential acreage planned, densities allowed, and trends in the numbers of persons per household. The number of persons per household has been declining in both single-family units and multiple units over the past five to eight years, but is expected to level off at some point in a few years. In addition, the changing life styles and values of the American people in general make population projections difficult.

Considering the land use proposals contained in this element, San Bruno's future population could follow a low, medium or high growth pattern.*

A low growth pattern would estimate the maximum population at 39,047 persons. This pattern would be based on a built out land use plan at the maximum densities allowed and assumes that the 1976 San Mateo County's persons per household by type of household remain constant. (3.0 pph per single family unit, 2.3 pph per medium density unit, 1.5 pph per high density units.)

A medium growth pattern would project the population at 44,071 persons. This pattern assumes a built out land use plan at a lesser density than the maximum allowed. In reality, site constraints, other code requirements, and existing land use patterns generally preclude development of an area at maximum density, particularly in areas where a range of low to high residential uses exist. This pattern assumes eight units per acre in low density areas, 12 units per acre in low-medium density areas, 18 units per acre in high-medium density areas, and 26 units per acre in high density areas. It further assumes San Bruno's 1970 persons per household figures will remain constant at 3.43 pph per single family unit, 2.6 pph per medium density units, 2.18 pph for high density units and 1.8 pph for the four major apartment complexes.

The high growth pattern would estimate the community's population at approximately 45,317 persons. This pattern is based on a fully built out land use plan at the densities proposed in this element and assumes the 1970 persons per household figures will remain constant. (This assumes the same medium growth pattern as referenced above.)

*In all three projected patterns, the planned 120 acres of high density residential is divided so that the 84.6 acres which comprise Shelter Creek, Crystal Springs Terrace, Evergreen Gardens, and The Place apartment complexes are subtracted, leaving 35.4 acres of remaining high density. The density and persons per household figure for each pattern is then applied to the 35.4 acres. For the remaining 84.6 acres, rather than a conceptual density, the existing density of the four complexes is utilized which provides the base of 2,744 units, the unit figure which is used for that portion of each of the projected patterns.

Obviously, the key factor in San Bruno's maximum population is the extent to which the San Bruno Park and Lomita Park areas will become lower density areas. Since both areas contain a mixture of low to high density uses, attainment of the population density based on this plan is not expected for over ten years and population patterns may vary greatly depending on this land use mixture and the other variables that normally affect population trends.

Population Characteristics. The characteristics of San Bruno's population have been summarized in detail in the Housing Element of the General Plan.^{*} A mid-decade census will not be undertaken by San Mateo County. However, if the City undertakes its own census, the characteristics of the population should be compared with the 1970 census so that the City can better assess planning service needs.

Economic Considerations

Designation of land uses and the economic status of a city are very closely inter-related. Traditionally, cities would set aside a certain percentage of commercial, industrial, and residential areas to ensure a proper tax base and to more or less create self-contained and supporting communities within designated geographic boundaries. Certainly, this concept is still valid, particularly for new communities, but the idea of achieving a perfect balance of uses is less realistic in an intensely developed metropolitan area where, through the process of rapid urbanization, one community may develop as an industrial center and another as a commercial or research center. Secondly, achievement of a balanced community is almost impossible in an almost fully developed locale where, in some cases, the development process was not planned and numerous imbalances were created.

So the important consideration for San Bruno, which is over 90% developed, is to determine whether the land use mix it does have will produce the economic base necessary for the City to function in an efficient manner and provide the level of service needed by the community residents. Ultimately, the decisions on level of service and on land use are made by the legislative body of the City and, in all likelihood, trade-offs will have to be made to achieve desired land use, economic, and social goals of the community.

The recommendations of this land use element have been derived from weighing all the factors discussed in this section and other portions of the document. Throughout this report, however, references are made as to the need for more detailed economic analysis. The City should take the steps necessary to project and quantify the economic implications of its land use decisions--for the remaining vacant land, and for the existing patterns so that in the future the City will be in a better position to evaluate the need for change. At such time as more detailed economic data is gathered, the City should re-evaluate this plan.

^{*}Housing Element of San Bruno General Plan, prepared by Torrey & Torrey, Inc. Adopted 1975 (Pages 7-10.)

Local Policies and Community Attitudes

General Plan Elements. The other elements of San Bruno's General Plan have played an important part in the development of this element. The Noise, Seismic, and Safety elements have provided much technical data which has been utilized to develop an environmentally sensitive and responsive land use element. The Open Space, Conservation, and Scenic Highways Elements established the basis for the projected open space lands in the community. The Housing Element identified some very real needs in San Bruno with regard to additional rental units and housing provisions for low and moderate income persons. This Land Use Plan reduces the potential for new construction of multiple units to serve low and moderate income needs. However, as needed in the future, a comprehensive code enforcement and rehabilitation program will preserve and upgrade the existing housing units that meet low and moderate income needs. The Circulation Element is perhaps the most closely inter-related element with the land use plan and it is assumed that none of the proposals in this element will require additional traffic management or circulation improvements other than those already evaluated in the Circulation Element.

Regulations and Codes. The City's zoning, building, and general health, safety and welfare codes, in addition to federal and state laws, are major factors in the City's ability to implement its land use element. The codes must be strong enough to ensure health and safety but flexible enough to allow property owners the proper freedom for use of the land and to stimulate use of innovative techniques of design and site planning.

Given the small amount of vacant land remaining in the community and the previous decisions which have specified that two major areas (Bayhill and Tanforan) will be developed as planned unit developments with a mix of uses, the planned development (P-D) regulations of the zoning ordinance are very critical. In several cases, the spirit of both the general P-D regulations and the P-D ordinance for a specific project have been violated by piecemeal revisions and the City should ensure that this will not occur on the remaining vacant land. (See recommendations in Section IV, Land Use Analysis by Planning Areas: Areas 6-A, 6-B, and 6-C.)

Community Attitudes. As discussed in the Preface of this document, community attitudes were solicited both by the establishment of a Citizens' Land Use Committee (CLUC) and via a lengthy public hearing process and study session of the Land Use Element. Community attitudes on environmental issues and land use policies are essential to develop a plan that is meaningful to the community but it is very difficult to achieve a balance or a position that will satisfy the diverse opinions of all the residents. Secondly, as community attitudes change, the land use plan and the entire planning process must be responsive to change and re-evaluated as necessary. Community attitudes have become apparent via an "active" and "vocal" citizenry.

Regional Policies and Plans

In California, more so than in many states, planning and environmental legislation has taken on a regional and sometimes state-wide approach. Some of the shifts have resulted from federal mandates and others from the recognition by cities and counties that they must cooperate with other jurisdictions to solve their common and/or related problems.

While land use designations have traditionally been left up to the local jurisdiction, there are several pending plans and issues in the Bay Area which could strongly influence San Bruno's land use plan and the City should actively participate in the development of these plans. While it is not within the scope of this document to analyze the possible specific implications of these plans, the key studies having influence on San Bruno's land use include the following upcoming plans:

- .San Mateo County/San Francisco International Airport Joint Land Use Plan
- .ABAG Environmental Management Plan
- .Bay Area Air Quality Maintenance Plan (Note: It may be incorporated in ABAG Environmental Management Plan.)
- .San Mateo County Water Resources Plan
- .Upgrading Southern Pacific Railroad and/or extension of BART to San Mateo County
- .LAFCo Eastern and Western Sphere of Influence Studies for San Bruno and adjacent jurisdictions

The City must be alert to the policies developed in these plans and provide input in the early stage of the studies.

Land Use Alternatives

In a community which is almost fully developed, the land use alternatives are limited because the existing patterns have such a strong influence on the possibility of change. Timing, financial capabilities, and the ability to institute change in an orderly manner are also key factors in evaluating land use alternatives. The recommendations of this report reflect these considerations and, where appropriate, a summary of alternatives studied is provided. (See Section IV - Land Use Analysis by Planning Area.)

III. goals and objectives

The Goals and Objectives of the Land Use Element were developed by the Citizens' Land Use Committee with modifications made by the Planning Commission. The Planning Commission outlined the following five broad goals and numerous objectives related to each goal to direct the future land uses in San Bruno:

Community Development Goal

ENSURE THAT THE DEVELOPMENT OF THIS PREDOMINANTLY RESIDENTIAL COMMUNITY, SUPPORTED BY THE PROPER COMMERCIAL AND INDUSTRIAL ECONOMIC BASE, IS BASED UPON THE ABILITY TO MAINTAIN A DECENT QUALITY OF LIFE FOR ALL RESIDENTS; CREATE A BALANCE WITHIN THE COMMUNITY SO THAT THE LIVING ENVIRONMENT REMAINS SENSITIVE TO THE NATURAL HUMAN SPIRIT.

- Give positive guidance and direction to public and private development which is aesthetically sensitive to the surrounding environment and of the highest quality design and construction.
- Develop positive programs to encourage and facilitate continued maintenance and upgrading of all viable development.
- Allow development only in accord with the needs and values of the community, not as a result of development pressures.
- Reinforce opportunities for residents of San Bruno to live and work in their community; thus, reduce the economic and social burdens of long-distance transportation and increase the economic and social responsibility of local transportation.
- Maintain control and enforcement over those developments which endanger the health, safety, comfort and general welfare of the residents.
- Recognize and consider in future land use decisions the community's natural features, including its diverse topography, possible flood area, potential for seismic activity, microclimates and temperature inversions.
- Recognize that some outlying neighborhoods have been separated from the remainder of the community by freeways and other roads and attempt to fully involve these areas in community life.
- Actively seek and stimulate citizen participation in the planning process as a prime source of ideas and labor.
- Participate on a regional basis in working toward solutions to such regional problems as transportation, open space, noise, environment, housing, pollution, and growth.
- Use the community goals and objectives together with the elements of the San Bruno General Plan as the primary policy base for decisions on the environment and future directions in planning.

Residential Areas Goal

ESTABLISH, MAINTAIN AND ENHANCE THE CHARACTER, QUALITY AND LIVABILITY OF EXISTING RESIDENTIAL AREAS AND PROTECT THESE NEIGHBORHOODS FROM INCOMPATIBLE INTRUSIONS.

- Should publicly-owned lands become available, actively pursue their preservation as open space for public use or reserve them for land uses compatible with the surrounding area.
- Ensure that any expansion or establishment of public facilities is justified in terms of need and does not create negative environmental effects on existing residential neighborhoods.
- Encourage residential permanency by developing pride and unity in the community.
- Re-establish the residential character in those viable residential neighborhoods which have experienced encroachment by commercial or industrial uses.
- Mitigate the impact of existing physical environmental problems in the neighborhoods.
- Conserve and encourage upgrading of the existing housing stock.
- Ensure that San Bruno offers a choice in the type and cost of housing to meet the needs of all residents.
- Ensure that the design of housing structures is of the highest quality and that the buildings become part of the neighborhood, not isolated from it.
- Re house, where possible with equal or better housing within the City, families which are displaced by the actions of any public agency.
- Encourage actions which will ensure that the appearance of public facilities, including freeways, or utilities is aesthetically pleasing and not detracting from the neighborhood.

Commercial and Office Areas Goal

MAINTAIN AND ENCOURAGE COMMERCIAL AND OFFICE DEVELOPMENT WHICH IS WELL LOCATED AND PROPERLY TIMED AND CONSISTENT WITH THE COMMUNITY DEVELOPMENT GOAL.

- Encourage new commercial and office developments to be clustered or grouped in centers.
- Vigorously discourage further expansion of strip commercial development along major thoroughfares.

- Ensure that new commercial or office areas are not designated unless the physical, social and economic factors of such development are carefully evaluated.
- Encourage design quality in new commercial and office development with design review of building arrangement, facades, signs, landscaping, and by providing focal points and other items of interest.
- Encourage the upgrading of the existing commercial and office areas, such as setbacks, facades, signs, landscaping and parking.
- Ensure that any expansion or establishment of public facilities is justified in terms of need, does not create negative environmental effects, and is compatible with surrounding land uses.

Central Business District (CBD) Goal

RECOGNIZE AND ENCOURAGE THE UNIQUE CONTRIBUTION TO THE LOCAL CHARACTER AND HISTORY PROVIDED BY THE TRADITIONAL SAN MATEO AVENUE CENTRAL BUSINESS DISTRICT.

- Plan and develop the CBD so that it serves as a focal point to orient people to the City.
- Offer a variety of retail activities in the CBD which add vitality and draw a night-time population from surrounding residential areas.
- Foster an expansion of appropriate uses in the CBD which will attract a wide range of interests.
- Encourage architectural and design improvements to the buildings in the CBD.
- Encourage the provision of amenities and facilities in the CBD which will provide for convenient and enjoyable use of the area.
- Ensure that any expansion or establishment of public facilities is justified in terms of need, does not create negative environmental effects, and is compatible with surrounding land uses.

Industrial Areas Goal

ENCOURAGE AND DEVELOP INDUSTRIAL PROJECTS WHICH ARE CONSISTENT WITH THE COMMUNITY DEVELOPMENT GOAL.

- Promote the development of industrial parks for both research/administrative and light industry and discourage strips of industrial development.
- Locate industrial areas close to major traffic arteries to minimize heavy traffic through the remainder of the community.

- Encourage the upgrading of the existing industrial areas, such as setbacks, facades, signs, landscaping and parking.
- Base acceptability of existing and new industry upon its ability to conform to performance standards.
- Encourage industries to employ and train current residents of the community.

IV. land use analysis by planning area:
existing and future land use patterns
and recommended land use policies

IV. LAND USE ANALYSIS BY PLANNING AREA: EXISTING AND FUTURE LAND USE PATTERNS AND RECOMMENDED LAND USE POLICIES

Method of Analysis

For purposes of detailed analyses and in correlation with the available data and boundaries established for the United States census tracts, San Bruno has been divided into nine major planning areas: seven areas which are within the city limits and two areas which constitute the City's sphere of interest on the western and eastern borders. Where deemed appropriate for more relevant land use analysis, a planning area is subdivided into smaller geographical areas. (See Map 7: Planning Areas Index.) The analysis of each area will include a summary of existing land uses*, discussion of proposed future land use patterns and land use alternatives, and specific land use policies for each area, where appropriate. (Note: See Section VI for a complete listing of recommended policies and programs.)

*Existing Land Use Map - June, 1975, prepared by Jim Evans, Planning Aide, San Bruno Department of Planning and Building.

PLANNING AREA INDEX

Planning Area 1: Pacific Heights - Portola Highlands

Planning Area 2: Rollingwood-Monte Verde

Planning Area 3: Crestmoor

Planning Area 4: Huntington Park-Parkview

Planning Area 5: Mills Park

Planning Area 6: Bayhill-Tanforan-San Bruno Park-Lomita Park

Planning Area 6-A: Bayhill (Study Area 1)

Planning Area 6-B: Navy-Lincoln Center (Study Area 2)

Planning Area 6-C: Tanforan (Study Area 3)

Planning Area 6-D: San Bruno Park

Planning Area 6-E: Central Business District

Planning Area 6-F: Lomita Park

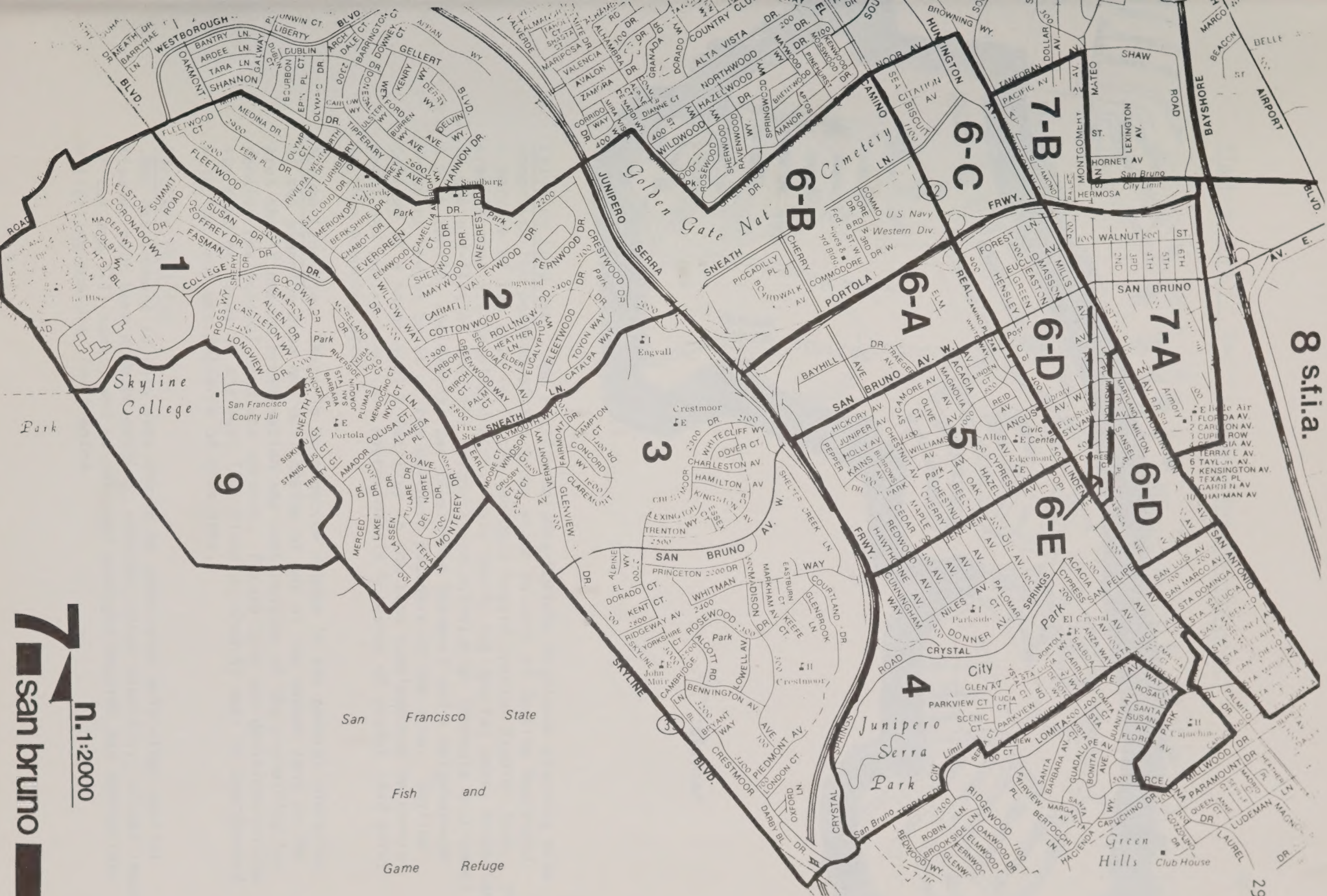
Planning Area 7: Belle Air

Planning Area 7-A: Belle Air South

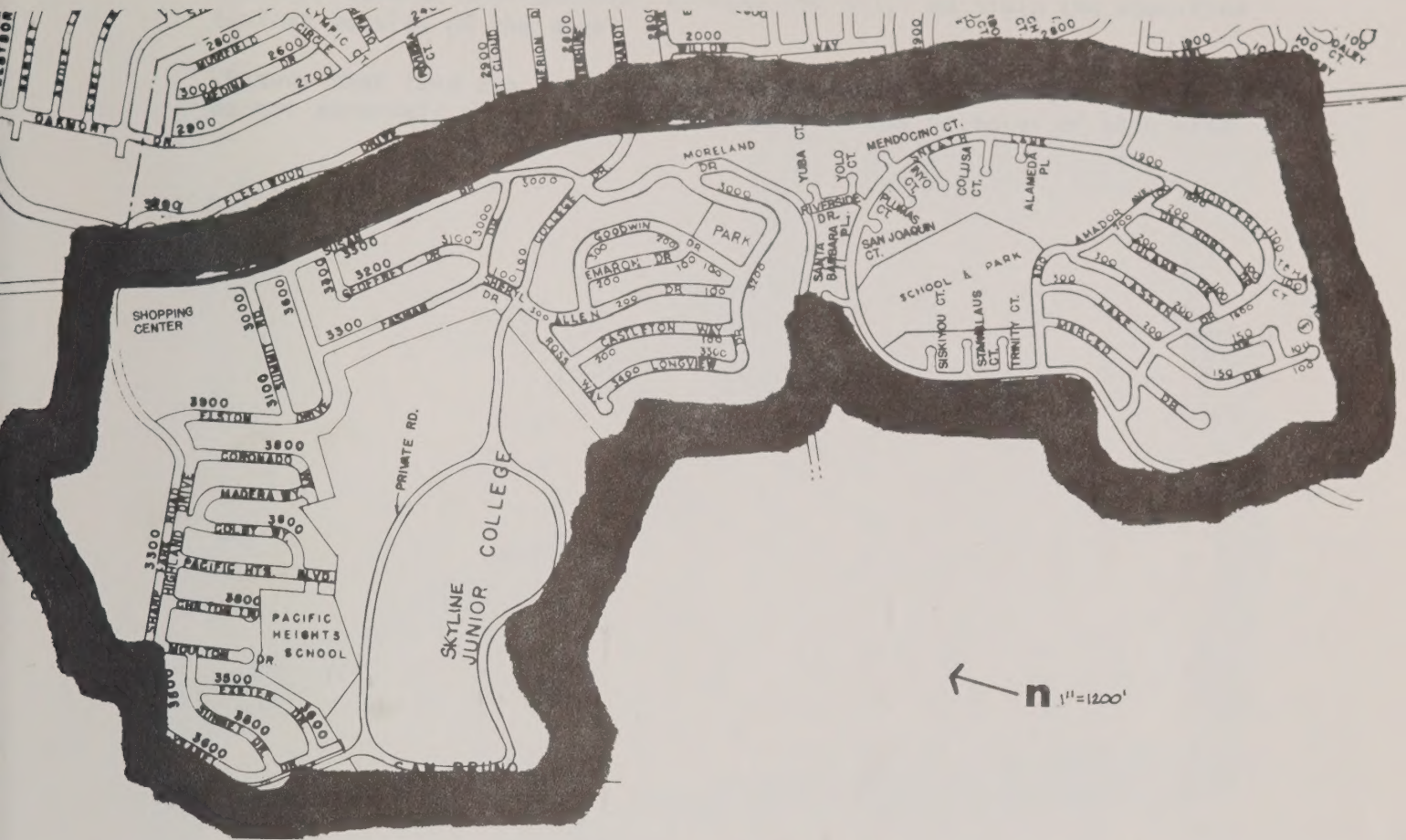
Planning Area 7-B: Belle Air North and Fifth Addition

Planning Area 8: Eastern Sphere of Influence

Planning Area 9: Western Sphere of Influence



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Existing Land Use. The Pacific Heights-Portola Highlands planning area comprises the portion of San Bruno which is west of Skyline Boulevard. A portion of the area is in the geologic hazard Special Studies Zone. The area is over 95% developed with single family residential uses, established in the mid-fifties (Pacific Heights) and mid-sixties (Portola Highlands). A high density residential use (Evergreen Gardens) and a neighborhood shopping center exist at the northern boundary of the area. Skyline College is a major public facility in the area supplemented by several parks and public schools. Approximately 45 acres of vacant land exist in this planning area.

Future Land Use. There is no expected change in the general character of the planning area and utilization of any of the vacant land in the area should ensure preservation and continuation of the prevailing low density residential land use pattern. Future land use decisions on the surrounding lands to the west (see Planning Area 9) must be coordinated with the land use patterns of this area.

Land Use Policies

New development in this area should be undertaken only after careful studies have been made on grading, erosion, slope stability, visual impact of cut and fill banks, and seismic and geologic hazards and appropriate mitigating measures implemented.

.Encourage innovative design and site development plans which will minimize adverse environmental effects and still maintain the specified desired density of the area.

.Ensure that land use decisions on the surrounding lands to the west do not adversely affect the established land use patterns of this area.

Planning Area 2: Rollingwood-Monte Verde



Existing Land Use. This planning area comprises the portion of San Bruno bounded by Skyline Boulevard, Westborough Boulevard, the City of South San Francisco boundary line, Interstate 280, and Sneath Lane. Portions of the area are in the geologic hazard Special Studies Zone. The area, mostly developed in the late fifties, consists of low density residential uses, with a small neighborhood commercial area, and high density residential use on the southeastern boundary and a high density residential use on the southwestern boundary of the area. The only vacant land in the area consists of several scattered residentially subdivided lots, a small area of land on Sneath Lane, west of Engvall Road, and a vacant parcel adjacent to the commercial area.

Future Land Use. The existing land use patterns in this area should be retained; any development of vacant land should be for low density residential uses, with the vacant land on Sneath Lane to be designed for planned development low density residential. High-medium density residential uses should be permitted adjacent to the commercial area in the southeast area of Rollingwood.

Land Use Policies

.Periodically re-evaluate the land use patterns and zoning on the property in this planning area which is in the Special Studies Zone and is already developed with high density residential uses.

Planning Area 3: Crestmoor



Existing Land Uses. The Crestmoor planning area is bounded by Skyline Boulevard, Sneath Lane, Interstate 280, and Crystal Springs Road. Portions of the area are in the geologic Special Studies Zone. This area also contains a unique natural resource area, generally known as Crestmoor Canyon. The major portion of Crestmoor consists of low density residential uses combined with numerous City-owned open space areas, four schools and one neighborhood commercial area.

Existing land uses also include the following five high-density residential areas: Glenview Drive, south of the intersection with San Bruno Avenue; the southern end of Crestmoor Drive; an 11.5 acre area between Crystal Springs Road and Interstate 280 (Crystal Springs Terrace); a portion on the south side of Whitman Way; and a 38.8 acre area on Shelter Creek Lane (Shelter Creek).

The vacant land in this area consists of several irregularly shaped vacant parcels comprising approximately 25 acres and the linear acreage through the Canyon area which was previously proposed as freeway right-of-way for the construction of State Route 380.

Future Land Uses. The existing low and high density residential areas, open space, and commercial areas should be retained. If development occurs on the vacant land, low density residential use is the logical land use on all vacant parcels with the following three exceptions. Other alternative possibilities exist for the future of three vacant areas:

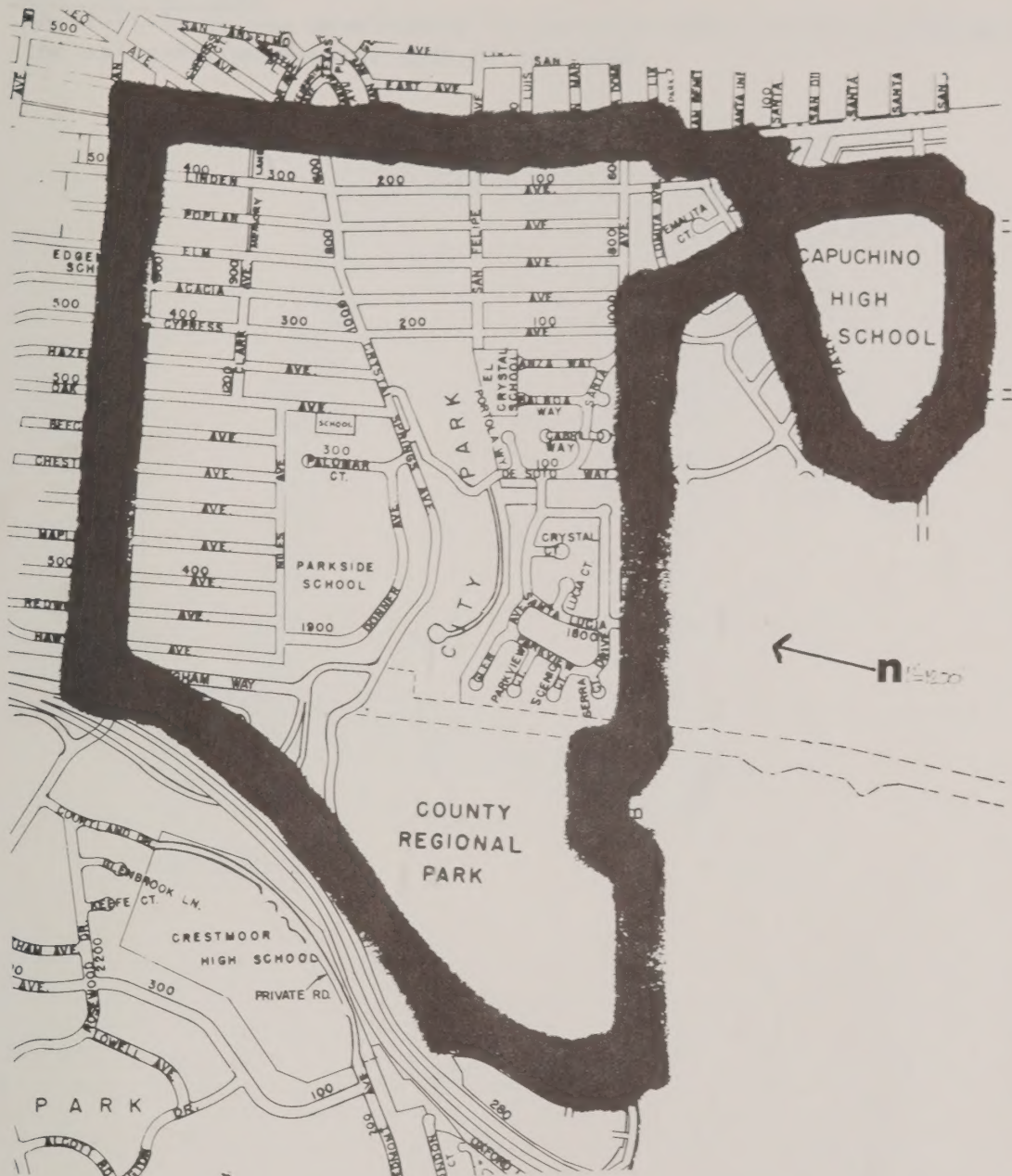
- a. The area on the south side of Whitman Way between existing multiple family residential areas and Interstate 280: This area has previously been considered for multiple family residential uses. With the existing high density residential uses on both sides of Whitman Way, the continued land use pattern could be suitable. It is noted, however, that the property is in the geologic hazard Special Studies Zone and that the Serra Fault extends through a portion of the area. Therefore, development of this vacant area for high density residential uses should be undertaken only after proof that it will not subject humans to an unacceptable level of risk. (Refer to San Bruno's Seismic and Safety Elements for City definition of acceptable level of risk.) Alternatives include medium (low or high) density or low density residential uses. The fault factor and general topography will require effective and sensitive safety and design considerations in any site plan development.
- b. Linear acreage in Crestmoor Canyon: The most relevant land use alternatives for this area includes open space, very low density residential uses, or the construction of State 380. The open space alternative is one that receives wide community support and first priority as an appropriate land use; however, it is not a realistic alternative unless the City is prepared to purchase or acquire the property through some other means. The very low density residential alternative is considered to be the land use alternative which would have the least disruption on the canyon environment; however, any development in the canyon would have major environmental impacts which would have to be studied carefully prior to any proposed utilization of the area. The third alternative, construction of State 380, is not a feasible alternative because of the growth-inducing impacts and severe land alteration it would cause. In September, 1974, the San Bruno City Council adopted a position in opposition to the construction of State 380 west of Interstate 280.*
- c. The vacant land at the northeast intersection of San Bruno Avenue and Skyline Boulevard: This area is traversed by two traces of the San Andreas fault. Because of the fault and the fact that the site adjoins single-family residential uses, low density residential uses or compatible open space or recreational uses, are considered appropriate for this area, with the exception that the land immediately adjacent to Skyline Boulevard and San Bruno Avenue should be classified community commercial.

*Circulation Element of San Bruno General Plan, prepared by Torrey & Torrey, Inc., Adopted 1975.

- d. The vacant land on the south side of Sneath Lane, west of Engvall Road: This area, due to its location, visibility, and relation to the school, should be designated low density residential with an emphasis for a "planned development" land use. This design concept would reduce the environmental impacts and would be compatible with other surrounding land uses.

Land Use Policies

- .Periodically re-evaluate the land use patterns and zoning on the property in this planning area which is in the geologic hazard Special Studies Zone and which is already developed with high density residential uses.
- .Continue to investigate methods whereby the City might be able to preserve the entire Crestmoor Canyon as open space.
- .The land use policies for Planning Area 1 are also relevant for this area.



Existing Land Use. Planning Area 4 is generally bounded by Crystal Springs Road, Interstate 280, Jenevein Avenue, El Camino Real, and the southern city limits within that area. The area is almost totally a low density residential area serviced by both the city and county parks and several schools. A few scattered medium density uses exist, primarily at the southern end of the area. Small portions of the area are subject to flooding (see Flood Hazard Boundary Map 3). Almost no vacant land exists in this area.

Future Land Use. The existing land use patterns in this area should be retained including preservation of the high-medium density area at the southern end of the area. The scattered medium density residential uses on Jenevein and San Felipe should be phased into low density residential use.

Land Use Policies

.Any fill-in or new development in the area should ensure preservation of the existing low density uses of the area.

Planning Area 5: Mills Park



Existing Land Use. The Mills Park Area comprises the area surrounded by Interstate 280, San Bruno Avenue, El Camino Real, and Jenevein Avenue. The eastern portions of this area are in the Airport Noise Zone, with a 65 CNEL range. With the exception of the vacant linear frontage on San Bruno Avenue, the entire planning area is developed to capacity with low density residential uses and supporting community facilities. (i.e., city hall, police and fire departments, the public library, and parks.) The frontage on San Bruno Avenue consists of a portion between Camino Plaza and Acacia developed with neighborhood commercial and office uses and a vacant portion extending from Magnolia to Interstate 280.

Future Land Use. The existing land use patterns in Mills Park should be preserved. General community attitudes expressed regarding the vacant linear frontage on San Bruno Avenue indicate an open space or linear urban parkway as the first choice for this site. This use is viable if the city or county* can purchase or acquire the subject area. A second alternative of neighborhood office or low-density residential is also possible, thus a multi-use study area (No. 4) permitting the above use or either neighborhood-office or low-density residential uses is proposed. Care should be

*Letter, Dennis Klein, San Mateo County Planning Department, April 7, 1976. This letter indicated that San Mateo County funding is not available at this time.

taken to minimize or prohibit vehicular driveways onto San Bruno Avenue and promote maximum entry via existing cross-streets because of the high-traffic situation in that area. This alternative of land uses would supplement the city's low amount of small scale professional/administrative offices under one proposal or meet a perceived housing need for additional single-family homes under the other. Either alternative would provide a compatible land use and buffer between the residential uses to the south and the high-density commercial and office uses to the north.

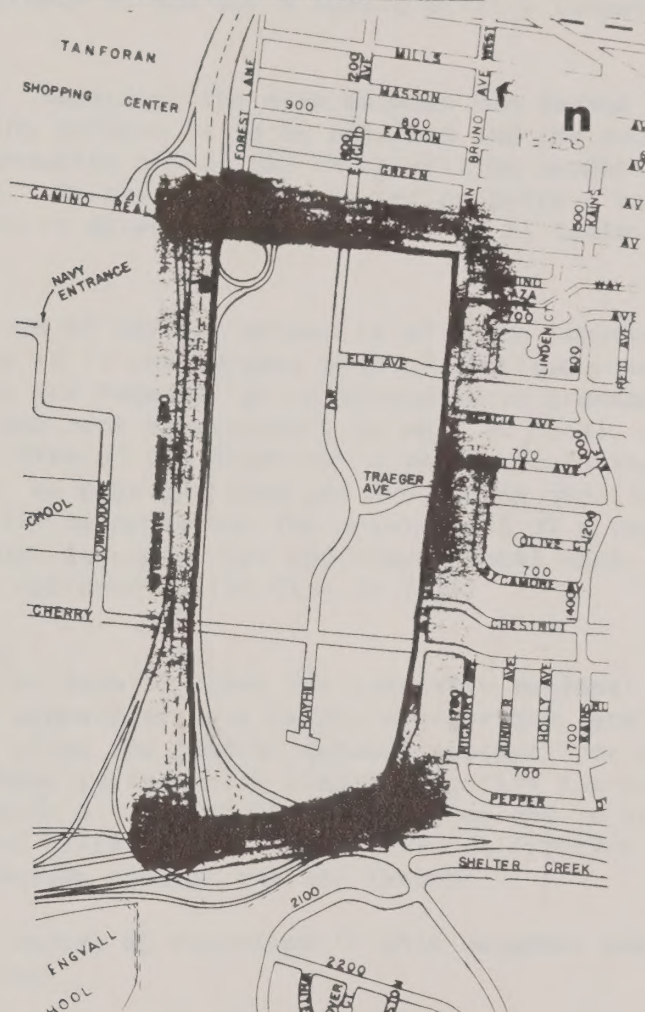
Land Use Policies

.Utilization of the vacant San Bruno Avenue frontage in this planning area should provide for maximum preservation of open space, minimum access points onto San Bruno Avenue, and a design which blends with adjoining residential uses.

Planning Area 6: Bayhill-Tanforan-San Bruno Park-Lomita Park

The Planning Area Index Map No. 7 shows the boundaries of this large planning area which is divided into six sub-areas for purposes of land use analysis.

Planning Area 6-A: Bayhill (Study Area 1)



Existing Land Use. Bayhill proper includes the 80-acre area bounded by San Bruno Avenue, Interstate 280, Interstate 380, and El Camino Real. Area 6-A also includes the property between Elm Avenue and El Camino Real, also bounded by Interstate 380 and San Bruno Avenue. A major portion of this area is in the 65 CNEL airport noise zone.

The existing land uses in Bayhill are primarily clustered on Cherry Avenue between San Bruno Avenue and Bayhill Drive and includes a commercial shopping center and a regional public facility (U. S. Postal Service, western regional headquarters). Other uses include an office complex at the north side of the intersection of Bayhill Drive and Traeger Avenue (Lake Amir). Several other projects have been approved in this area but have not yet been

constructed. These projects include two regional office complexes-- one proposed at the southwest corner of Traeger and Bayhill and another proposed at the northeast corner of Bayhill Drive and Cherry Avenue (Mackenzie-Hill). Approximately 49 acres of vacant land remain in Bayhill proper.

Adjacent to Bayhill between Elm Avenue and El Camino Real is a 17-acre vacant area, a branch office for a public utility company, and a small commercial use.

Future Land Use. Regarding the area between Elm Avenue and El Camino Real, the existing pattern is to be retained and the vacant land is proposed as a community office use which will be compatible with the surrounding uses. As part of the circulation pattern in this area, the extension of Bayhill Drive to the west side of El Camino Real is under study.

The future land use of Bayhill proper is of prime importance to the community because it is the largest area of contiguous vacant land left in San Bruno and because its relationship to transportation facilities make the area of regional, as well as local, economic importance. The City of San Bruno has already recognized the value of this area and, by previous land use and zoning decisions, has planned that this area will be preserved for development of a regional office center with supporting commercial and recreational uses. A general concept plan was approved by the City in 1971.

Land Use Policies

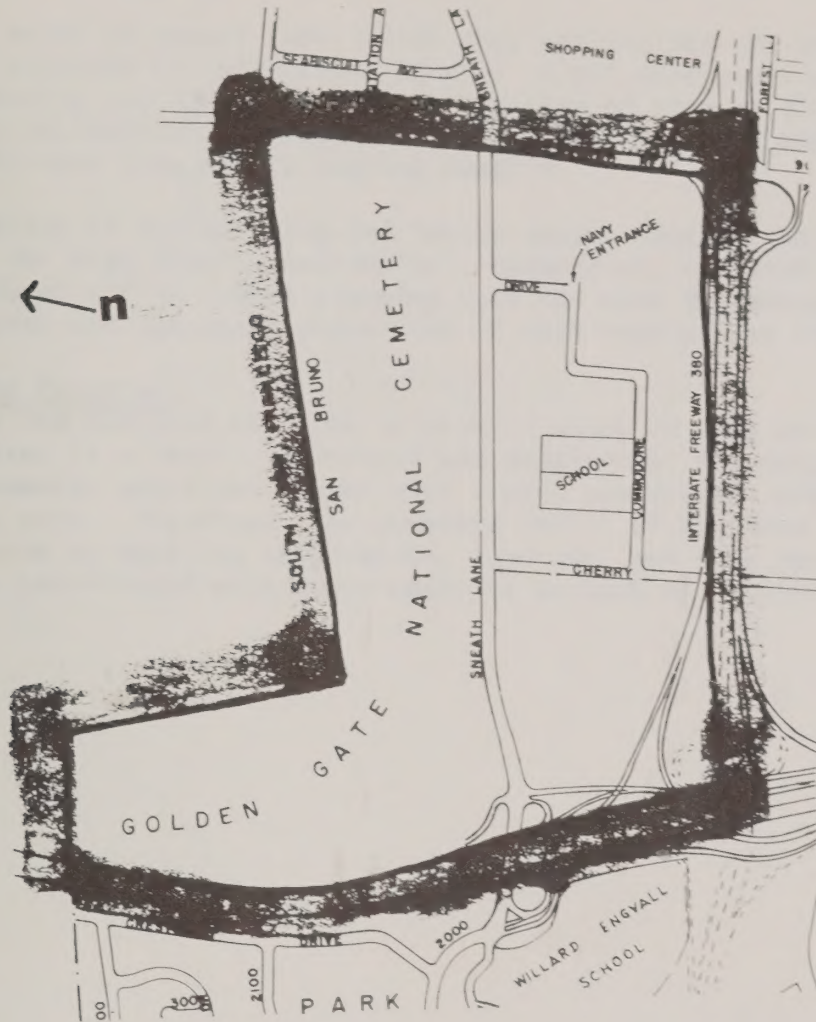
.The utilization of Bayhill lands for primarily regional office uses with supporting commercial uses is the appropriate land use for this area. However, since the general concept approval for Bayhill, a number of issues have been raised which clearly identify the need to re-evaluate the scope and scale of development of the area and to establish better and more detailed criteria for the specific utilization of the land. The following include some of the key issues:

- .Community values as expressed in this document and other general input.
- .Economic considerations.
- .Cumulative environmental impacts.
- .Relationship to local and regional long-term land use policies.

In conjunction with the study of these issues, there is a need to strengthen zoning and site development regulations for the area to ensure that completed development is planned and harmonious and not fragmented and unrelated. Some of the topics which require the development of more specific criteria include the following categories:

- .Appropriate mix of land uses.
- .Overall density and square footage.
- .Site plan development criteria based on the topographic and environmental constraints of the area.
- .Design criteria, including types of building, size, heights, and materials of buildings.
- .The City should take positive and timely action to ensure that land use issues in Bayhill are adequately researched and studied and to implement procedures which will ensure orderly and planned development in keeping with the community development goals and policies of this element.
- .The City should study the Bayhill area in conjunction with the Tanforan and Navy-Lincoln areas to properly assess the inter-relationships. (See analysis of Planning Areas 6-B and 6-C.)

Planning Area 6-B: Navy-Lincoln Center (Study Area 2)



Existing Land Use. This planning area is generally bounded by El Camino Real, Interstate 380, Interstate 280, and the City's northern limits within that area. The existing land uses include high-density residential uses on the western side of Cherry Avenue and a portion on the east side of Cherry. This area contains several public facilities including the Golden Gate National Cemetery, a United States Naval Facility, two schools, and the Federal Archives Center. An 11.2 acre office complex (Lincoln Square) is planned for a portion of the Sneath Lane frontage although only a small portion of the complex has been constructed. Neighborhood commercial activities on El Camino Real also exist. Approximately 15 acres of vacant land exist in this area, all of which is in the 65 CNEL airport noise zone.

Future Land Use. The existing land use patterns should be retained. It is possible that the proposed regional office use in the area will not reach its expected completion and, at that time, the city will have to re-evaluate the best land use for the area. Given the regional office concentration in

Planning Area 6-A, the Research/Administrative land use is a possible replacement alternative if the original office park is not completed.

The 15 acres of vacant land (which does not include the vacant portions of the proposed Lincoln Office Center) is all contiguous with existing high density residential uses. Utilization of some of this area for a high density residential use would be a compatible land use and would also help the city meet some of its housing needs.*

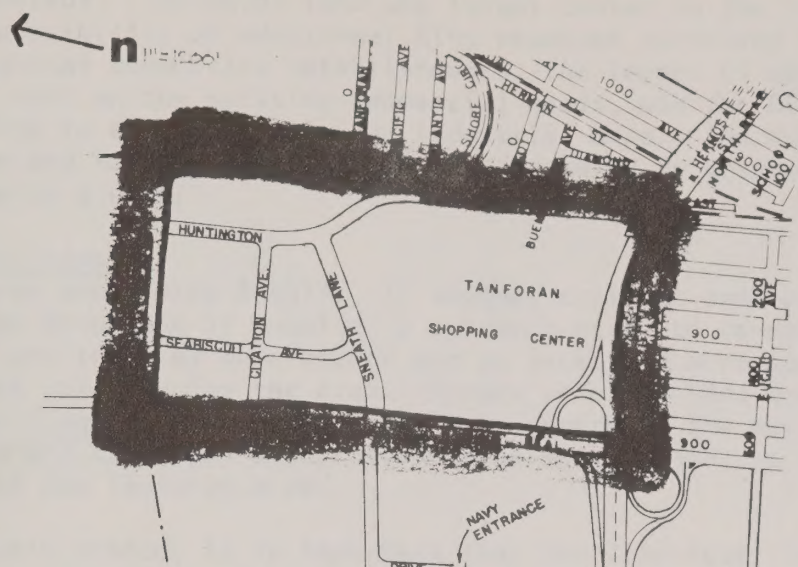
Utilization of the existing and future vacant land in the area should be either for high density residential, commercial, research/administrative, or regional office. This planning area has been designated as a multi-use study area and the exact proportion of each type of use should be evaluated.

Land Use Policies

Unlike the multiple use area in Bayhill which is only partially developed, this area is primarily developed and development has occurred at different and somewhat unrelated stages with little coordinated planning for the entire area. Therefore, the proposed infill of the area must be particularly sensitive to existing circulation, land use, and site development patterns and be coordinated with these patterns as much as possible.

*Housing Element of San Bruno General Plan, prepared by Torrey & Torrey, Inc. Adopted 1975.

Planning Area 6-C: Tanforan (Study Area 3)



Existing Land Use. This area is bounded by El Camino Real, Noor Avenue, the Southern Pacific Railroad lines, and Interstate 380. The entire area is in the Airport Noise Zone in the 75-80 CNEL range. This area is adjacent to vacant property in South San Francisco which is shown as a planned commercial and industrial on the South San Francisco Zoning Map. The existing Tanforan Shopping Center comprises 45 acres of regional commercial land use in this area. In addition, a regional office building (American Savings) is built on a small portion of the area with the remaining 31.8 acres being vacant. (Note: A public postal facility is currently under construction on two acres of this area on the east side of Huntington Avenue at Citation Avenue.)

Future Land Use. Previous land use and zoning decisions have reserved this area for a multi-use area consisting of the existing regional commercial uses with some expansion of commercial uses, high density residential uses, and some light industrial uses. For all practical purposes, the original concept plans for the vacant area have been dropped, and the City must re-evaluate the appropriate mix of uses for this area.

Four alternatives for land use in this area have been reviewed with the following conclusions: Open Space is not a realistic alternative because the City is not in a position to purchase the property and because noise and the general location of the area restrict the creation of either a passive or recreational open space area. New high-density residential uses are no longer considered appropriate primarily because of the 75+ CNEL range in this area. The San Mateo County Interim Airport Land Use Plan recommends that new residential construction not be undertaken if the CNEL range is greater than 70.*

*Interim Airport Land Use Plan, San Mateo County, 1973. (See excerpt from this plan in Appendix.)

The two most relevant alternatives for the vacant area are regional commercial or research/administrative type land uses or some combination thereof. The major land use issues center on the following factors: possibility of additional City revenues generated by well-planned regional commercial establishments, the impact of additional commercial uses on the existing commercial areas, and the City's opportunities to establish a larger industrial base. The exact combination and location of uses should be studied in greater detail and planned as a unit.

Land Use Policies

.The Tanforan area, like Bayhill, is another critical area of vacant land in San Bruno and it requires a sub-area study to re-evaluate the scope and scale of development and to establish more specific development criteria for the area. Please refer to Land Use Policies section of Planning Area 6-A: Bayhill to determine the key issues to be studied and the types of criteria to be established, as all are relevant to the Tanforan area.

.As previously stated, it is important that the City study Tanforan in conjunction with the Bayhill and Navy-Lincoln areas to properly determine cumulative land use implications for the city.

Planning Area 6-D: San Bruno Park



Existing Land Use. This area is generally bound by El Camino Real, San Felipe Avenue, Huntington Avenue, and Forest Lane. The area on the north side of San Bruno Avenue consists of a mixture of low to medium density residential uses, and is in the 70-75 CNEL range. The area on the south side of San Bruno Avenue consists of a similar mixture of uses, with more medium to high density uses existing, and this area is in the 65-75 CNEL range of noise from the San Francisco International Airport. (Note Planning Area 6-E, Central Business District is in the middle of the southern portion of 6-D). The area is serviced by existing community commercial uses on El Camino Real, San Bruno Avenue, and San Mateo Avenue. (See Planning Area 6-E.)

Future Land Use. This plan recommends that the northern portion of this area (north of San Bruno Avenue) be retained for low and low-medium density residential uses. This will include a change from high density to low density on Hensley, a change from high density to low-medium density on Huntington and change from medium density to low density in the rest of the area. Due to the fact that the area is almost totally developed with the existing mixture of uses and due to the previous land use policy of medium density in the area, it will be several years before this area will reflect the low and low-medium density character proposed in this plan.

The high-medium density alternative for this area was determined inappropriate because neighborhood attitudes in the area expressed opposition to continuing the trend toward the high-medium density and because it was determined that the character of the existing low density uses in the area could be best preserved by promoting additional low

density. In addition, the lower density policy will reduce the number of additional persons exposed to excessive noise levels as this area is in excess of the 70 CNEL. It is noted that as the natural process of physical change occurs and replacement is necessary, the older existing multiple units will have to be replaced at lower density which will result in a reduction in the number of housing units and range of housing units available. Moving from a greater density policy to the low density policy will decrease the tendencies for land speculation, turnover, and new or replacement development. This factor may accelerate the need for some type of code enforcement and/or rehabilitation program in the future depending on the age and physical condition and rate of deterioration in the area. A code enforcement and/or rehabilitation program may be very important to preserve the existing housing stock, some of which serves the need of low and moderate income persons.

Regarding the area south of San Bruno Avenue, extending to San Felipe, a pattern of low-medium density residential uses is planned. This land use pattern is proposed to be changed to reduce the number of potential residents which would be influenced negatively by the impacts of traffic and airport related noise problems.

The alternative of low density residential uses in these areas has been reviewed and determined inappropriate because of the existing higher density patterns which prevail and because it is appropriate to provide for some additional density adjacent to the central business district. High-medium density and high density in this area was determined inappropriate for the same reasons high-medium density was considered inappropriate north of San Bruno Avenue as the same impacts can be expected.

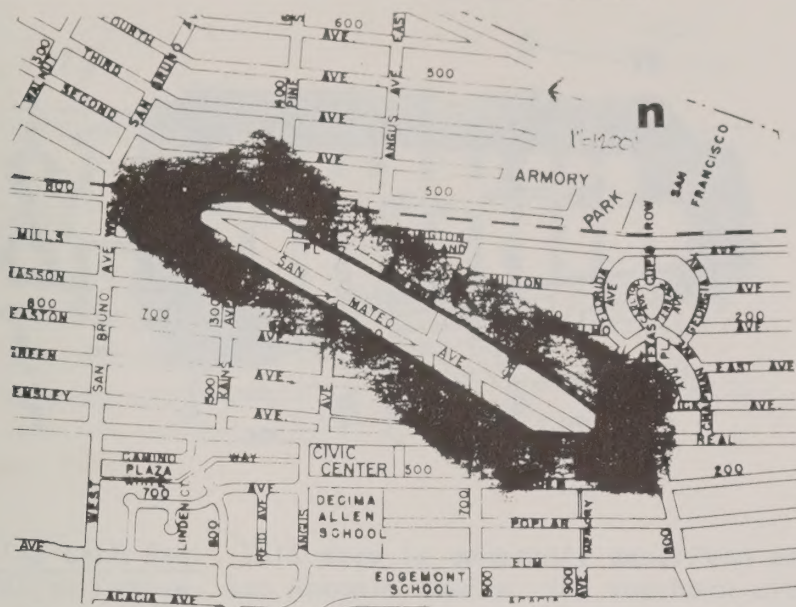
The commercial patterns along El Camino Real and San Bruno Avenue are established land use patterns which should be retained, although individual site development could be improved in many cases.

Land Use Policies

.Any new development in this area should be in conformance with the requirements of the San Mateo County ALUC.

.Because of the mixture of uses in this area and the expected slow conversion to the density recommended in this plan, this area should be re-evaluated periodically as to the need for code enforcement and/or rehabilitation programs.

Planning Area 6-E: Central Business District



Existing Land Use. The Central Business District comprises the 400-600 blocks of San Mateo Avenue and it is 100% developed with community commercial uses. The District is in the 65-70 CNEL range.

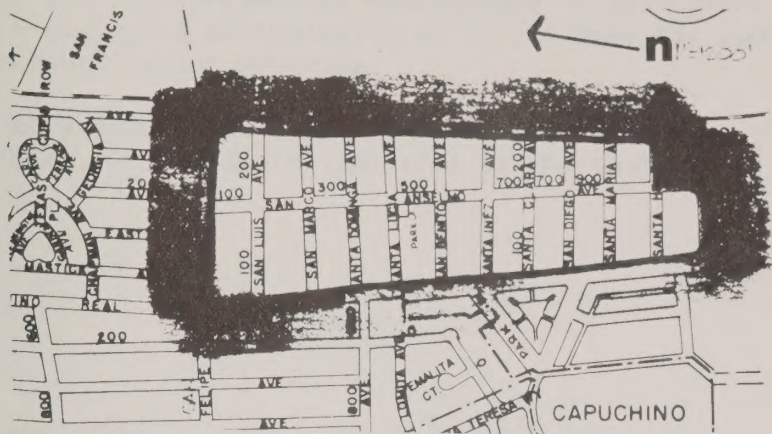
Future Land Use. The goals of this land use element clearly state the community's desire to preserve the Central Business District as a focal point for the community. In addition, it is important that the Central Business District be retained to serve as the neighborhood commercial area for the surrounding residential areas.

The existing land use patterns should be retained and, in the future, the City may want to expand the CBD area to incorporate the parking areas which serve the District on Mastick and Masson Avenues.

Land Use Policies

- .The future of the Central Business District has already been identified as an area in need of additional study. While the basic type of land use for the area has been established, there is need to re-evaluate certain facets of the CBD. Factors to study include the market area of the CBD, the District's economic contribution to the City, viability of additional uses, and the relationship of the District to other commercial areas in the City.
- .Once these economic factors are considered, the city is in a better position to evaluate the appropriate mix of uses in the area and amend the zoning regulations accordingly. In conjunction with this, the City should adopt more specific design criteria for the preservation and rehabilitation of existing buildings.

Planning Area 6-F: Lomita Park



Existing Land Use. This area is generally described as the area between San Felipe Avenue, San Antonio Avenue, the southern city limits and El Camino Real. Originally, this area was autonomous and unincorporated and certain land use patterns developed for these reasons. The area consists of community commercial development along El Camino Real and a mixture of low, medium and high-density residential uses exist east of El Camino. Most of the area is in the 65 CNEL range and only a few vacant lots exist in the area.

Future Land Use. This plan proposes that the residential areas in Lomita Park be maintained for low-medium density residential uses. This will include a change from an existing mixed use high-density policy to a low-medium density policy. The mixture of uses in this area is more diverse and the number of high-density areas is greater than the conditions in San Bruno Park, so it will be a good many years (over 10 years), before this area will reflect the character proposed in this plan.

A high-medium or high-density alternative for this area was determined inappropriate because neighborhood attitudes in the area expressed opposition to maintaining the high-density land use classification in the area and because it was determined that the character of the existing uses in the area could be best preserved by promoting additional low-density.

This area is an older established area and, as such, provides for many physical and psychological needs of the people living there; the existing land use patterns is primarily residential, and the physical condition of the area is not deteriorating. This area provides for a housing type and price range which is not available in other areas of the community, and community values have determined that the overall negative socio-economic impact of a higher density would be far greater than the benefits derived from such action.*

*As expressed by City Council, San Bruno residents and the Citizens' Land Use Committee.

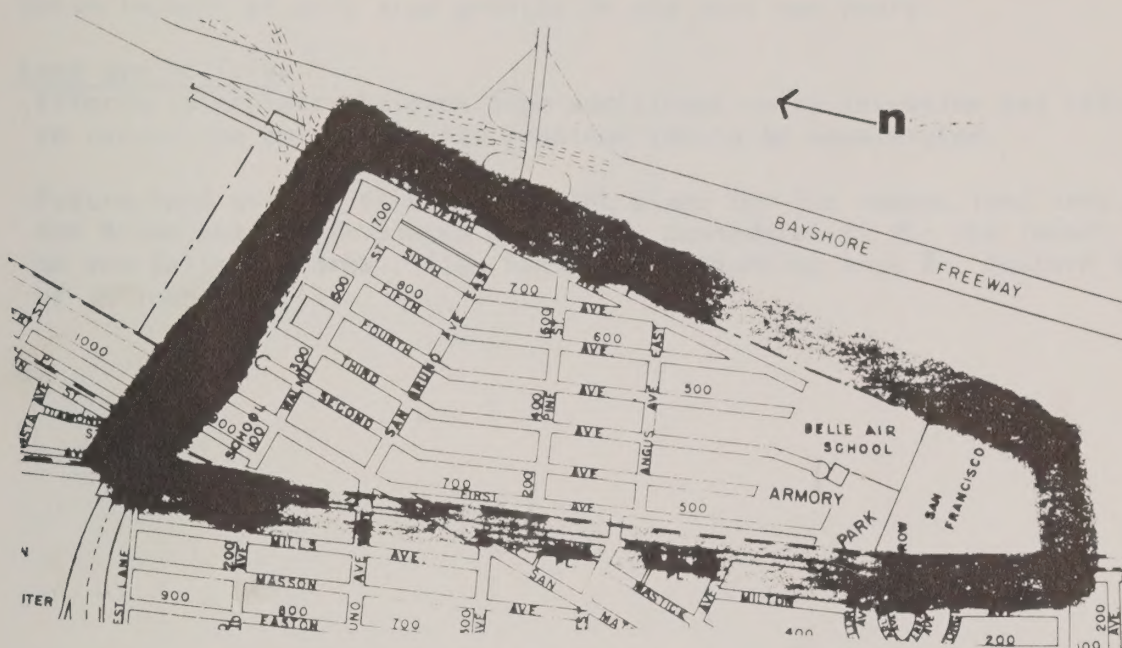
Land Use Policies

- .Because of the mixture of uses in this area and the expected slow conversion to the density recommended in this plan, this area should be re-evaluated periodically as to the need for code enforcement and/or rehabilitation programs.
- .The city should coordinate its plans in this area with the City of Millbrae, which adjoins the area to the south.

Planning Area 7: Belle Air

For purposes of analysis, this area has been divided into two sub-areas:

Planning Area 7-A: Belle Air South



Existing Land Use. This area, which comprises Belle Air proper south of I-380, is bounded by Huntington Avenue, Interstate 380, and the area in the city limits to the east and south. The area south of San Bruno Avenue is in the 70-75 CNEL range and portions of the area south of Pine are within the Flood Hazard Boundary. With the exception of the established commercial uses and a mixture of uses near San Mateo Avenue and Walnut, the remaining uses are low density residential uses. There are a few vacant residential lots in the area and one vacant 15-acre area south of Belle Air School.

Future Land Use. The existing low density residential patterns and commercial patterns in this area should be preserved. Primarily because of noise impacts and surrounding land use and circulation patterns, the existing medium and high density uses should be converted to low density uses within the appropriate timeframe. This area constitutes a viable residential area of the community, and efforts to protect the area from further intrusions by airport and freeway noise should be accelerated.

Previous land use policies suggested that this area should be ultimately utilized for light industrial uses. This alternative has been studied and deemed inappropriate for several reasons: The area is an older established neighborhood and, as such provides for many physical and psychological needs of the people living there; the existing land use patterns are primarily residential and the physical condition of the area is not deteriorating;

the area provides for a housing type and price range which is not available in other areas of the community; community values* have determined that the overall negative socio-economic impact of a major land use conversion program would be far greater than the benefits derived from expansion of the industrial base; and compliance with state noise regulations and continued expansion of sound abatement procedures at the San Francisco Airport are expected to reduce the noise impacts of this area greatly in the next ten years.

Land Use Policies

- .Efforts to protect the area from additional noise intrusion and efforts to reduce the existing noise problems should be accelerated.
- .Future land use and site development plans for the vacant land east of San Bruno must be developed with prime consideration for the impact on the Belle Air area. (See Analysis on Planning Area 8: Eastern Sphere of Influence.)

*As expressed by City Council, San Bruno residents, and the Citizens' Land Use Committee.

Planning Area 7-B: Belle Air North and Fifth Addition



Existing Land Use. This area comprises the area of Belle Air which is north of Interstate 380 and the Fifth Addition of San Bruno Park. This area is bounded by I-380, Huntington Avenue, Tanforan Avenue, and the area north and east to the City limits. The railroad line extending through this area basically divides the area into an L-shaped area east of the railroad line and a triangular shaped area west of Herman Street. Both areas are in the 75-80 CNEL range and portions are identified on the Flood Hazard Boundary Map.

The L-shaped area consists of a mixture of residential, commercial, and industrial uses on miscellaneous sized parcels.

The triangular-shaped area is primarily low-density residential with a few other scattered uses. This particular area is impacted not only by airport noise but also by two railroad lines, Interstate 380 and medium industrial uses to the east and commercial to the west. With the exception of several contiguous lots on Bayshore Circle North planned for a park, there is very little vacant land in this area.

Future Land Use. Previous land use and zoning decisions have designated the L-shaped area as the major area for light industrial use in San Bruno, and it is expected that via a slow transition process, this area will eventually be primarily industrial.

Regarding the triangular shaped area, low-density residential uses are planned for the future. The alternative of medium-density replacement uses have been evaluated and determined not appropriate, primarily for noise considerations.

Industrial uses have also been suggested for this area and deemed not appropriate at this time primarily because of the existing residential land use patterns.

Land Use Policies

.Because of the great mixture of uses in this area and because of the mixture of physical conditions of the area, this planning area, as a unit, should be re-evaluated periodically to determine trends of development and to determine the extent to which negative environmental impacts have been mitigated.



*Final determination of San Bruno's sphere of influence rests with the Local Agency Formation Commission (LAFCo). The City is required by law to submit these land use element revisions to LAFCo and comments by LAFCo will be reflected in the final Land Use Element.

Existing Land Use. The area to be considered as San Bruno's Eastern Sphere of Influence is the area of vacant land comprising approximately 117 acres east of the city limits between Belle Air and Highway 101 and the area east of Highway 101 which encompasses the boundaries of the San Francisco International Airport.

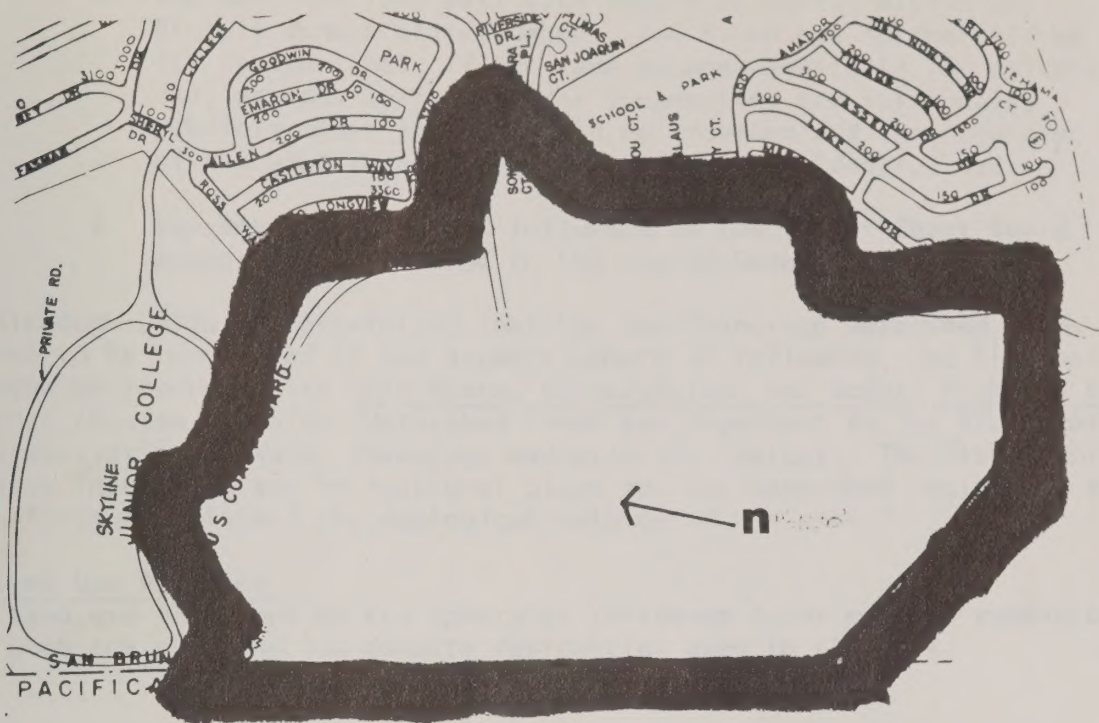
The San Francisco International Airport includes approximately 2,670 acres of land and 2,500 acres of water, for a total of 5,170 acres.

Future Land Use. Previous land use plans and studies of the vacant area have designated the area west of 101 for light to medium industrial uses and that use is still considered appropriate. Future land use regulations and jurisdictional controls of the San Francisco Airport property cannot be specifically addressed at this time. However, in view of the tremendous impact that the existing land use of the airport and any future land use will have on San Bruno, it is logical that the area be designated a land use study area.

Land Use Policies

The City must ensure that development of the land west of Highway 101 is done in an orderly manner with particular concern given to the impact on the residential area to the west and the impact on traffic and air quality. The city should request that LAFco undertake a special study in coordination with the appropriate jurisdictions regarding the future land use and sphere of influence designation of the San Francisco International Airport property.

Planning Area 9: Western Sphere of Influence*



Existing Land Use. This area encompasses approximately 235 acres and is generally described as San Bruno's western sphere of influence. It is the area between the City's western limits and the top of Sweeney Ridge. This area includes the San Francisco Jail Site and the former United States Coast Guard lands which have been purchased by San Mateo County and others for park and other governmental uses.

Future Land Use. For very specific reasons as outlined in San Bruno's Sphere of Influence Study,** and subsequent meetings with the City of Pacifica,*** San Bruno considers both sites to be in its sphere of influence with clarification of the following points:

*Final determination of San Bruno's sphere of influence rests with the Local Agency Formation Commission (LAFCo). The City is required by law to submit these land use element revisions to LAFCo and comments by LAFCo will be reflected in the final Land Use Element.

**San Bruno Sphere of Influence Study, prepared by San Bruno Planning Department, 1974.

***Joint meetings of Council, Commission and staff representatives from Pacifica and San Bruno; March 28, 1974 and May 9, 1974.

1. The San Francisco Jail site should be solely within San Bruno's sphere of influence. San Bruno has further stated its desires that, if the land becomes available for private use, an open space corridor (connecting the surrounding publicly owned lands) should be provided and the remainder of the area used for very low density residential use.
2. San Bruno's sphere of influence on the former Coast Guard property shall extend to the top of Sweeney Ridge.

Although LAFCo has determined that the San Francisco Watershed lands are not to be considered in San Bruno's sphere of influence, the City has gone on record in its Open Space, Conservation, and Scenic Highways Elements that the San Francisco Watershed Lands are important to San Bruno for preservation of water resources and wildlife habitat. The City should have input into any recreational plans for the watershed region and supports efforts to maintain the ecological balance of the area.*

Land Use Policies

.Land use decisions on the sphere of influence lands must be compatible with the existing low density residential uses to the east.

*Open Space, Conservation, and Scenic Highways Elements, prepared by San Bruno Planning Department. Adopted 1974 (Pages 19-20).

V. summary land use plan

V. SUMMARY LAND USE PLAN

Based on the goals, objectives, and land use analysis in this element, a proposed land use plan has been determined for the community. The plan projects the land uses in the community for a ten-year period and is depicted on the Map of the Land Use Plan (see last page of this document.)

The detailed analysis of proposed land uses is contained in Section IV. The proposed land use patterns have been summarized into general land use classifications on the following pages. When comparing the existing land use classifications with the future land use classifications (see Section II and Appendix B), it is important to note that this plan proposes an overall reduction in the maximum density allowed in the various residential areas. When compared with the existing land use patterns (Section II), the future land use classifications reflect the proposed utilization of the vacant land and the changes proposed over time for existing land use patterns.

Regarding the changes to the existing land use patterns, the most significant changes include proposed transitions in the following areas:

- ..Gradual transition in San Bruno Park North (the area north of San Bruno Avenue) from a mixture of low and medium density residential uses to a more definite concentration of low and low-medium density residential including reduction from high-density to low-density on Hensley Avenue and from high-density to low-medium density on Huntington Avenue.
- ..Gradual transition in San Bruno Park South (the area south of San Bruno Avenue) from a mixture of low, medium, and high-density residential to low-medium density residential uses.
- ..Gradual transition in Lomita Park from a mixture of low, medium and high-density residential uses to a more definite pattern of low-medium density residential.
- ..Reduction in density from medium-density residential to low-density residential in portions of the Fifth Addition and from medium or high-density to low-density residential in several areas in Belle Air South.
- ..Several conversions from medium to low-density residential uses on scattered parcels in Mills Park and Huntington Park.
- ..Several changes from neighborhood-commercial to low-density residential uses on Jenevein Avenue in Huntington Park.

The impacts of the revised residential policy have been discussed in detail in Section IV of this document. In summary, however, it seems important to re-state the most significant impacts:

- ..The policy of reduction in the maximum residential density allowed (with reduction in maximum number of dwelling units per acre allowed in each

range and the reduction resulting from changing areas from high and medium to low-density areas) will not have a great impact on the community for many years because most of the residential areas in the community are already existing. Physical implementation of the new lower density policies will probably not occur within ten years.

..Even though the process of change will be slow, the new residential policy in some areas will have certain effects over time including the following physical, social and economic impacts:

- ..Preservation of the character of existing low-density uses in mixed uses areas and promotion of additional low-density uses.
- ..Fulfillment of the psychological need, expressed by existing residents, to live in a low density area.
- ..Possible reduction in the overall number of people concentrated in certain neighborhoods and a related reduction in traffic in the immediate neighborhood. This factor points out that this reduction in density will occur over a period of time and thus the demands for public services will be decreased incrementally. This must, however, be balanced with other land use changes which will occur throughout the community increasing traffic, related air quality impacts, and demands for services.
- ..Reduction in the overall number of housing units and in the range of type of housing units.
- ..Reduction in the supply of housing may cause the rent or purchase cost of new and existing units to increase. This will have an impact on all persons, and particularly persons of low and moderate income.
- ..Alteration of property values in the subject area, with varying impacts on property owners depending on the type of improvements on individual properties.
- ..Decrease in the rate at which natural replacement of structures will occur because of the less intense land use allowed and related economic loss, thereby accelerating the need for some type of code enforcement and/or rehabilitation program to prevent physical deterioration of certain areas and to preserve and upgrade the existing housing units, many of which do serve low and moderate income persons.

The utilization of the existing vacant land will be distributed into several land use classifications with the primary increases in the following areas:

- ..Additional low-density residential uses on miscellaneous parcels in Pacific Heights-Portola Highlands, Crestmoor-Rollingwood.
- ..Additional regional office, community office, and regional commercial uses in the Bayhill planning area (Study Area 1).

- ..Additional high density residential uses, research/administrative, regional office and commercial uses in the Navy-Lincoln Center area (Study Area 2).
- ..Additional regional commercial and research/administrative uses in the Tanforan area (Study Area 3).
- ..Additional potential open space, administrative research or low-density residential on the northern edge of the Mills Park area (Study Area 4).

The impacts of the proposed utilization of the vacant land has been addressed generally in Section IV and will be addressed more specifically on a project by project basis.

Study Area 1 (Bayhill), Study Area 2 (Navy-Lincoln), Study Area 3 (Tanforan), and Study Area 4 (Mills Park-North) have been designated as special study areas primarily because of the need for the city to address in greater detail the cumulative impacts of specific development in these areas. The general land use designations for each area are consistent with the city's policies and intent for the area and the purpose of the studies is to further evaluate the impacts of development and to formulate more specific criteria for use of these areas.

GENERAL CLASSIFICATIONS

FUTURE LAND USE - 1986

(See Appendix for Definition of Classifications)

	<u>Number Of Acres</u>	<u>% Of Total</u>	<u>Number Of Acres</u>	<u>Percent of Total Acres</u>
<u>RESIDENTIAL</u>			1453	40.8
Low Density	1216	34.1		
*Low-Medium Density	116	3.2		
+*High-Medium Density	3	0.08		
High Density	120	3.3		
<u>COMMERCIAL</u>			197.8	5.5
Neighborhood	27.2	0.7		
*Community	76.3	2.1		
+Regional	94.3	2.6		
<u>OFFICE</u>			89.3	2.5
Neighborhood	1.5	0.04		
+Community	17.8	0.5		
+Regional	70.0	1.91		
<u>INDUSTRIAL</u>			88.2	2.4
+Research/Administrative	56.0	1.61		
*Light	32.2	.9		
<u>COMMUNITY FACILITIES</u>			713.4	19.9
Parks/Open Space	489.6	13.7		
Schools/Public Buildings	223.8	6.2		
<u>**UNCLASSIFIED</u>	<u>1019.1</u>	<u>28.6</u>	<u>1019.1</u>	<u>28.6</u>
	3560 ⁺	100 ⁺	3560 ⁺	100 ⁺

*Indicates a mixed use category which is grouped into the category of land use which is proposed to be the predominant land use.

+The figures for total number of acres are estimates because four areas in the community are multi-use study areas and the exact number of acres to be devoted to each type of use is not known at this time. (See Land Use Plan Map - Areas 1, 2, 3, 4).

**Unclassified means streets, highways, etc. (See definition in Appendix)

NOTE: The Western and Eastern Sphere of Influence lands are not included in the total acreage because land use classifications and jurisdictional control are still under study by LAFCo. Physical descriptions and acreages are included in Section IV, Planning Areas 8 and 9. Once Sphere of Influence decisions are made, the appropriate areas should be added to this chart.

VI. recommended policies and programs for
implementation of land use plan

VI. RECOMMENDED POLICIES AND PROGRAMS FOR IMPLEMENTATION OF THE LAND USE PLAN

Throughout this element, numerous policy guidelines and programs have been suggested as measures to implement the goals and objectives of the element. For summary purposes, these recommendations can be classified into specific recommendations which require direct action and general recommendations which are policy statements to guide future action.

Direct Action Programs

Regulations and Code Revisions

- .Initiate the appropriate rezoning procedures as is necessary to make the zoning ordinance consistent with the General Plan.
- .By selective rezoning in areas where topography and environmental factors create development constraints, encourage innovative design and site development plans which will minimize adverse environmental effects and still maintain the desired density for the area.
- .Revise the Planned Development regulations of the zoning ordinance to establish more specific design and site development criteria.
- .Study the Central Business District regulations of the zoning ordinance with regard to market area, appropriate mix of uses, and design criteria, and amend the regulations accordingly.
- .Review and amend as necessary environmental assessment procedures, zoning regulations and subdivision regulations to ensure that any new development in the state-designated geologic hazard Special Studies Zones or in topographically sensitive areas includes study of and appropriate design mitigation measures for grading, erosion, slope stability, visual impact, seismic and geologic hazards, and other natural hazards.
- .Adopt specific criteria for the content of a geologic report required by the Alquist-Priolo Special Studies Zones Act.
- .Adopt specific criteria for the content of air quality analyses to be provided in Environmental Impact Reports.
- .Establish a formal review procedure for site plan and design review of city owned facilities.
- .Expand the City's interdepartmental review of site development and land use proposals.
- .Re-evaluate the provisions and effectiveness of the zoning ordinance and update as is necessary to reflect new data and technical advances on a continuing basis.

Future Studies

- .Prepare, or have prepared, a detailed study of the Bayhill, Tanforan, and Navy-Lincoln areas which would re-evaluate in detail the scope and scale of development and the cumulative environmental and economic impacts of various development alternatives.
- .Based on the information in the above proposed study, establish more specific site plan and design criteria for these areas.
- .Prepare, or have prepared, an economic study for the community which would address the projected fiscal capabilities of the community and review this land use element upon completion of that study.
- .Re-evaluate periodically, the need for code enforcement and/or rehabilitation programs particularly in the residential areas of mixed uses and densities and in other areas as needed.
- .In conjunction with implementation of the Housing Element, periodically re-evaluate the need for housing programs to assist low and moderate income persons.

Coordinating Activities

- .Re-evaluate the Land Use Element if changes are made to the Flood Hazard Boundary Map, Special Studies Zones Map, and map of the San Mateo County Airport Land Use Commission established CNEL contours from San Francisco International Airport.
- .Continue to cooperate and consult with the San Mateo County Airport Land Use Commission on all new construction projects within San Francisco Airport noise impacted areas.
- .Incorporate the regulatory and land use policies of the Seismic, Safety, and Noise Elements into an action program for this element and pursue those programs actively.
- .Strengthen coordination between land use site planning and fire and police protection programs.
- .Actively participate in all stages of the formulation of the following regional plans:
 - .San Mateo County/San Francisco International Airport Joint Land Use Plan and San Francisco International Airport Noise Abatement Plan.
 - .ABAG Environmental Management Plan.
 - .Bay Area Air Quality Maintenance Plan (Note: This may be incorporated in ABAG Environmental Management Plan.)

- .San Mateo County Water Resources Plan
- .Upgrading Southern Pacific Railroad and/or extension of BART to San Mateo County
- .LAFCo Eastern and Western Sphere of Influence study for San Bruno and adjacent jurisdictions.
- .Review major development proposals with the San Mateo County Transit District in an effort to locate convenient pickup and delivery points for users of the service.
- .Cooperate with the public utility companies in efforts to establish energy conservation measures and in undergrounding of utilities.
- .Continue to distribute all environmental impact reports on major projects to affected regional agencies.
- .Re-evaluate this plan in relation to regional housing goals and responsibilities as deemed necessary or required by law.
- .Review land use plans of adjacent communities for consistency with San Bruno's plans.

Continuing Evaluation Process

- .Review the land use element and all general plan elements yearly.
- .Review all development proposals to determine consistency with the land use element.
- .Accelerate efforts to gain citizen participation in the city's land use planning process.
- .Prepare a policy program to implement all of the goals and policies of all of the general plan elements.

General Land Use Policies*

- .Encourage innovative design and site development plans which will minimize adverse environmental effects on all land developments.
- .Continue to express San Bruno's opposition to the construction of State 380 west of Interstate 280.

*Refer to Section IV: Land Use Analysis by Planning Area for policies which apply only to one specific area.

- .Prohibit structural development in areas where hazards may be so significant that they cannot be mitigated to a level of acceptable risk.
- .Identify all of the existing high density residential uses in the Special Studies Zones and periodically re-evaluate the zoning and land use patterns in these areas.
- .Encourage actions which reduce the impact of airport noise on existing communities, by first emphasizing quieter airport operations.
- .Discourage land use conversion involving existing residential communities as a means of reducing the noise impact area of the airport.
- .Support land use controls which will result in a fair distribution of air quality responsibilities in the Bay Area.
- .Review all land use proposals to determine if they will increase the City's demand for water beyond what is projected.
- .Review land use proposals to determine if they will exceed the City's capacity to handle sewage and waste disposal beyond projections.
- .Attempt to lease or acquire the property if school sites become available in areas where additional public open space or facilities are needed.
- .Continue to uphold the City's position on the eastern and western sphere of influence lands as stated in this element.
- .Support preservation of San Francisco Watershed lands as open space of regional significance.
- .Utilize the entire general plan as the major policy guide for community development.
- .Maximize zoning control over school sites in conformance to state law.
- .Strive for developments that are energy efficient, i. e. solar energy, etc.

VII. environmental impact of land use element

VII. ENVIRONMENTAL IMPACT OF LAND USE ELEMENT

In the development of the revisions to the Land Use Element of the General Plan, careful consideration has been given to the effects the land use proposals and policies will have on the environment. The element has considered the effects of land uses and alternatives on the social, economic, and physical well-being of San Bruno residents.

Description of Project.

The project is described as the Land Use Element of the General Plan. The location and boundaries of the proposed project are found on the Map of the Land Use Plan (last page of this document) and the regional location is shown on Map 1, the San Francisco Bay Region. The goals and objectives of project are stated in Section III. A general description of the technical, economic, and environmental characteristics of the subject matter of the Land Use Element is contained in Section I, Introduction and Summary of Land Use Issues; Section II, Major Factors Affecting Land Use Decisions in San Bruno; and Section IV, Land Use Analysis by Planning Area.

Description of Environmental Setting.

A description of the environmental setting is specifically found in Section II, Major Factors Affecting Land Use Decisions in San Bruno under the sub-heading entitled Natural Setting and Environmental Constraints. All sub-sections of Section II provide background information for the regional and environmental setting in San Bruno.

Environmental Impact of the Proposed Action.

The impact of the land use element itself as a policy document for the community is difficult to measure until implementation of the land use proposals is initiated. San Bruno is 94% developed which indicates that the major alterations of the land from natural to man-made uses have already occurred.

As stated in Section V, certain areas of the community will experience changes over time resulting in minor density reduction. However, there are two areas, Lomita Park and San Bruno Park, which will experience significant density reduction over time. Although it is not expected that this reduction will occur in any less than ten years, the resultant impacts will be physical, social and economic. This reduction in housing units will have physical impacts in terms of the control of deteriorating units which may increase, especially apartment structures, which will become legal non-conforming and generally non-replaceable. Economically, the impact may cause higher rents and higher land costs as the number of available units and lots decrease over time. In terms of social impacts,

the overall reduction of rental units and the potential rise in rents may adversely affect the low and middle income residents of the community that have resided in this area. (These impacts are also discussed in Sections IV and V.)

The proposed utilization of the vacant land will have environmental impacts on the community, particularly in the Bayhill and Tanforan planning areas and in the Crestmoor Canyon area. Prior to development of these areas, the cumulative environmental impacts must be assessed by the city. In depth environmental analysis of development of these areas cannot be made until more clearly defined proposals for the area are developed. (See Section IV, Land Use Analysis by Planning Area; Planning Areas 6-A, 6-B, 6-C and 3 and Section V, Summary Land Use Plan.)

Section V, Summary Land Use Plan summarizes the other proposals for utilization of vacant land, each will require further environmental assessment at the time of a proposed project.

Any Adverse Environmental Effects Which Cannot Be Avoided If The Proposal Is Implemented.

The adoption of the Element, and particularly Section VI, Recommended Policies and Programs, will serve to control the adverse effects of the existing and potential new development. However, even though the community is primarily developed, implementation of the plan will increase traffic, noise and air pollution, and may expose persons to geologic and flood hazards and noise. Implementation will also result in changes in the demand for public services and facilities, population, and changes in the visual character and economic base of the community. The extent to which changes will be adverse must be weighed against community values and goals.

Mitigation Measures Proposed to Minimize The Impact.

The proposed recommended policies and programs stated in Section VI, the land use policies enumerated by planning areas in Section IV, and the air quality mitigation measures in Appendix D are the general mitigation measures of the Land Use Element. In addition, energy conservation and noise insulation features will be included in the construction of residential units as required by state law and additional methods will be researched. Of significance in the areas of proposed decreased residential density will be the need to evaluate the physical conditions and take appropriate steps in terms of code enforcement and rehabilitation programs to stabilize and preserve these areas. The areas of decreased density will also require specific programs to assist the low and moderate income people to locate residential units.

Additional mitigation measures will be developed as the required additional land use analysis in the special study areas are completed. Mitigation measures for air quality improvement and noise abatement will be more fully developed upon completion of pending required plans.

Alternatives to the Proposed Action.

Preparation of and appropriate revisions to the Land Use Element are required by state law, so there is no legal or practical alternative to the compilation of the Land Use Element.

As far as discussion of specific land use alternatives, Section IV, Land Use Analysis by Planning Area, evaluates alternative land uses in detail. In many cases, because of the existing land use patterns, alternative land uses are limited.

The Relationship Between Local Short Term Uses of Man's Environment and the Maintenance and Enhancement of Long Term Productivity.

Previous land use and zoning policies of the City of San Bruno have primarily already determined the relationship between the local short term uses of man's environment and the maintenance and enhancement of long term productivity. The entire land use element analyzes the beneficial uses of the environment and establishes policies which will minimize the adverse effects of short term decisions and strive for environmentally sound long term decisions.

Any Irreversible Environmental Changes Which Would Be Involved If The Proposed Action Should Not Be Implemented.

Most of the land use proposals in the plan would not be considered totally irreversible because over time transition of land uses can occur. Due to the fact that most of the vacant land is already serviced by streets and community improvements, much of the irreversible changes have already occurred. The only area where irreversible environmental changes might occur would be with the disruption of the environment in Crestmoor Canyon. Additionally, it is not likely that any newly constructed projects will be removed and the land returned to open space. (See Section IV, Planning Area 3.)

Growth-Inducing Impact of the Proposed Action.

Implementation of this land use plan will have some growth-inducing impacts on the community, but the plan does not propose densities higher than those previously planned for in the past zoning and land use policies of the community. In fact, in terms of overall residential density, this plan provides for a significant decrease in the density allowable. Section II, Major Factors Affecting Land Use, under the Population Trends section, addresses the growth-inducing impact of the plan as does Section V, Summary Land Use Plan.

Organizations and Persons Consulted.

A list of organizations and persons consulted is contained in Section VIII of this report and in Appendices E and F.

VIII. persons and sources consulted in preparation
of land use element

VIII. PERSONS AND SOURCES CONSULTED IN PREPARATION OF LAND USE ELEMENT*

Acknowledgements

San Bruno City Council

Margaret Kozkowski, Mayor
 Gary Mondfrans, Vice-Mayor
 John Barnard
 Tony Governale
 Dick Griffith

San Bruno Planning Commission

Tom Ricci, Chairman
 Robin Nowinski, Vice-Chairman
 Pat Cummins
 Otis Spencer
 Girvin Whitney

(The following former Planning Commissioners also participated in the initial studies of the element:)

William Cox
 Loretta Currie
 Leon Miller
 Sam Murray
 Pauline Sandkulla

Citizens' Land Use Committee (CLUC)

Terri Rasmussen, Chairman
 Bob Highsmith, Vice-Chairman
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 Gary Mondfrans (Resigned)
 Robin Nowinski
 Sandra Savey (Resigned)
 Ray Schenone
 Shirley Spencer
 Don Truscott
 Rose Urbach

*NOTE: Also refer to Appendix E - Distribution List of Draft Land Use Element for other persons and agencies who will be consulted in the preparation of the document by being given the formal opportunity to comment.

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Other Sources

Air Resources Board, State of California, staff members, William C. Lockett and Jim Ryerson.

California Administrative Code

Department of Aeronautics - Business Regulations - Title 4,
 Subchapter 6. Noise Standards.

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(State EIR Guidelines)Circulation Element of San Bruno General Plan, prepared by Torrey & Torrey, Inc. Adopted 1975.Citizens' Land Use Committee (CLUC) - Proposed Land Use Plan - City of San Bruno. April, 1975 (Map.)

City of Millbrae - General Plan and city planning office

City of Pacifica - General Plan and city Planning Division

City of South San Francisco - General Plan and city Planning Division

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Housing Element of San Bruno General Plan. Prepared by Torrey & Torrey, Inc. Adopted 1975.

Interim Airport Land Use Plan. Prepared by Airport Land Use Commission, San Mateo County Planning Department. 1973.

Land Use Map - Existing Land Use in San Bruno. Prepared by Jim Evans, San Bruno Department of Planning and Building. June, 1975.

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Noise Element of San Bruno General Plan. Prepared by Maurice A. Garbell. Adopted 1975.

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Projections of the Region's Future (Population Employment and Land Use Alternatives in the San Francisco Bay Region: 1970-2000.) Prepared by Association of Bay Area Governments, September, 1974.

San Bruno Sphere of Influence Study. Prepared by San Bruno Planning Department, 1974.

San Mateo County Planning Department: Barry Nathan and Larry Siders (ALUC) and Marty Boat and Bill Rozar (Population and Research) and Dennis Klein (Parks & Recreation).

Seismic and Safety Elements of San Bruno General Plan. Prepared by San Mateo County City-County Planning Task Force. Adopted 1975.

Solid Waste Management Plan - San Mateo County. Prepared by County Engineering and Road Department. 1976.

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State of the City Report. Prepared by San Bruno Environmental Committee. June, 1975.

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Wastewater Management Program. South San Francisco-San Bruno Sub-Regional Area. Prepared by Jenks and Adamson, 1971.

Zoning Ordinance. City of San Bruno. 1975

APPENDIX A
SAN MATEO COUNTY AIRPORT LAND USE COMMISSION
GENERAL LAND USE RECOMMENDATIONS*

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GENERALIZED LAND USE	CNEL RANGE	GENERAL LAND USE CRITERIA
Residential: Single family, Multi-family, Mobile homes Schools Libraries Churches Hospitals Nursing homes Auditoriums	less than 65 65 to 70 greater than 70	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. New construction or development should not be undertaken. **
Commercial Retail Restaurants Office Bldgs. Hotels-Motels Movie theaters Sports arenas Playgrounds Cemeteries Golf courses	less than 70 70 to 80 greater than 80	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.
Industrial Manufacturing Transportation Communications Utilities	less than 75 75 to 85 greater than 85	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.
Open Agriculture Mining Fishing	less than 75 greater than 75	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction. Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should generally be avoided.

*Interim Airport Land Use Plan. Airport Land Use Commission, San Mateo County Planning Department, 1973.

*Infill of already developed areas will be permitted. In such cases, a detailed analysis of noise reduction requirements will be made and needed noise insulation features (sufficient to reduce the intrusion of airborne noise to no greater than 45 db) will be included in the building design.

APPENDIX B

DEFINITION OF LAND USE CLASSIFICATIONS

Residential*

Existing Residential Density (See Chart on Existing Land Use - 1976)

Low Density: Low-density residential land uses describe residential uses at a density ranging from one dwelling unit per two acres to a maximum of eight dwelling units per acre. Typically, the minimum land area per unit is 5,000 square feet. This type of density is usually associated with the residential land uses generated by single-family homes, however, other designs are consistent with the low-density policy provided the maximum number of dwelling units per acre is not exceeded.

Medium Density: Medium-density residential land uses describe residential uses at a density allowing a maximum of twenty-six units per acre. This type of density is usually associated with the residential land use generated by duplexes and triplexes and is based on land requirements which assume a minimum of 5,000 square feet per building site and a maximum of three units per site.

High Density: High-density residential uses describe residential uses at a density allowing a maximum of thirty-four units per acre. This type of density is generally associated with apartments in single or multiple structures and assumes a minimum of 1,250 square feet of land area per unit. On a 5,000 square foot lot, a maximum of four dwelling units would be allowed.

Proposed Residential Density (See Chart on Future Land Use - 1986)

Low Density: Low-density residential land uses describe residential uses at a density ranging from one dwelling unit per two acres to a maximum of eight dwelling units per acre. Typically, the minimum land area per unit is 5,000 square feet. This type of density is usually associated with the residential land uses generated by single family homes, however, other designs are consistent with a low-density policy provided the maximum number of dwelling units per acre is not exceeded.

*Definitions of residential land use classifications in reality are not as precise as indicated. Land use development practices in San Bruno allow for low-density residential uses in the medium-density residential areas and low and medium-density residential uses in high-density areas. In addition, legally created residential lots, which are sub-standard in size, can be built upon subject to code regulations and such a policy is considered consistent with the intent of this plan. Also, during World War II, additional dwelling units were created, pursuant to federal laws, as additional units on single family lots. Such uses remain as legal non-conforming uses to this day.

Low-Medium Density: Low-medium density residential land uses describe residential uses at a density allowing a maximum of 15 units per acre. The minimum land area per unit is 2,900 square feet. On a 5,000 sq. ft. lot, 1.7 units would be permitted; however, fractional units are deducted, therefore, only one unit would be permitted. On a 10,000 sq. ft. lot, 3.4 units are allowable; however, reduced to three.

High-Medium Density: High-medium residential land uses describe residential uses at a density allowing a maximum of 22 dwelling units per acre. The minimum land area per unit is 1,950 square feet. On a 5,000 sq. ft. lot, 2.5 units would be permitted; however, fractional units are deducted, therefore, only two units would be permitted. On a 10,000 sq. ft. lot, 5.1 units would be permitted, or again only five units.

High Density: High-density residential land uses describe residential uses at a density allowing a maximum of 30 units per acre. The minimum land area per unit is 1,450 square feet. On a 5,000 sq. ft. lot, 3.4 units would be permitted; however, fractional units are deducted, therefore, only 3 units would be permitted. On a 10,000 sq. ft. lot, 6.8 units would be permitted, or again only six units.

Residential Density
(Figures are Based on Gross Acres)

	<u>EXISTING</u>			<u>PROPOSED</u>		
	Maximum DUPA*	Minimum LAPUPA**	Units Per 5,000 Sq.Ft. Lot	Maximum DUPA	Minimum LAPUPA	Units Per 5,000 Sq.Ft. Lot
Low	8	5,000	1	8	5,000	1
Low-Medium)	26	1,650	3	15	2,900	1.7
)						
High-Medium)				22	1,950	2.5
High	34	1,250	4	30	1,450	3.4

Commercial

Neighborhood: Neighborhood-commercial uses describe the commercial land uses which are intended to serve the smaller market area of a specific neighborhood. Such uses generally include retail trade of general merchandise, food, apparel, and speciality items and personal and professional services.

* Dwelling Units Per Acre (DUPA)

**Land Area Per Unit Per Acre (LAPUPA)

Community: Community-commercial uses describe the commercial land uses which are intended to serve the market area of the whole community. Such uses generally include neighborhood-commercial uses at a larger scale and also heavier commercial uses such as wholesale-retail trade. Community-commercial uses are generally located on major streets.

Regional: Regional-commercial land uses define the commercial uses which serve a market area greater than the immediate community. Such uses generally provide a large variety of retail sales and services, and generally are clustered in an area that contains easily accessible transportation.

Office

Neighborhood: Neighborhood-office land uses generally include small scale professional and administrative offices. Such offices are often of a semi-neighborhood commercial type.

Community: Community-office uses include larger scale general and professional-offices and may include complimentary commercial uses.

Regional: Regional-office uses include large scale offices of regional or national significance, such as administrative or management headquarters. Such land uses are generally clustered together in a specific area of the community and consist of larger building sites. These uses may be combined with complimentary commercial facilities.

Industrial

Research/Administrative: The research/administrative land uses consist of large-scale light-industrial uses and research and administrative uses which are not involved in extensive manufacturing operations and are not designed to primarily serve the general public. Such uses are generally clustered together in industrial parks.

Light: Light-industrial land uses include small scale light-industrial uses which are heavier than the uses associated with research/administrative uses and are more intended to serve the general public.

Community Facilities

Parks/Open Space: The parks and open space category delineates the City's parks and also all of the property already preserved or planned for preservation as public open space.

Schools/Public Buildings: This category identifies the public schools and buildings in the community.

Unclassified

The unclassified category includes the city streets, State and Federal highways and rights-of-way, and railroad rights-of-way in the community. The existing routes and adjacent rights-of-way for Interstate 280 and Interstate 380 comprise 200 acres of the total. (NOTE: The Route 380 right-of-way between I-280 and Skyline Boulevard is included in the Unclassified category on the existing Land Use Chart but not included in the category on the Future Land Use Chart. On the Future Land Use Chart, that property is included in the low-density residential classification.)

Vacant Land

The vacant land classification is an estimate of all vacant land in the City irrespective of current zoning on the property. On the existing Land Use Chart, the figure does not include vacant land for which a development or project has already been approved prior to May, 1976.

APPENDIX CPLANNING AREAS - CENSUS TRACT DESIGNATIONS

<u>Planning Areas</u>	<u>Census Tract Designations*</u>
1. Pacific Heights-Portola Highlands	6036
2. Rollingwood - Monte Verde	6037
3. Crestmoor	6038
4. Huntington Park - Parkview	6039
5. Mills Park	6040
6. Bayhill-Tanforan-San Bruno Park-Lomita Park	6041
7. Belle Air	6042
8. Eastern Sphere of Influence	6043
9. Western Sphere of Influence	6035

*1970 Census

APPENDIX DAIR QUALITY ANALYSIS

Outline of Contents

- I. Air Quality Analysis and Land Use Planning
- II. Air Pollutants, Standards, and Sources
- III. Existing Air Quality Environment in San Bruno and Surrounding Area
 - A. General Conditions
 - B. Observed Levels of Pollutants
 1. BAAPCD Stations Nearest San Bruno
 2. Crestmoor Canyon Area
 3. San Francisco International Airport
 4. Major Point Sources Near San Bruno
 - C. Community-Wide Analysis - Lack of Data
- IV. The Potential Air Quality Environment in San Bruno
 - A. San Bruno
 - B. San Bruno and Surrounding Area
 - C. Bay Area Trends
- V. Alternative Land Uses
- VI. Mitigation Measures for Improved Air Quality
- VII. Limitations of the Air Quality Analysis of Land Use Element

APPENDIX DAIR QUALITY ANALYSISI. Air Quality Analysis and Land Use Planning

In general, sources of air pollutants are transmitted to those affected by pollution (humans, animals, vegetation, and materials) by two patterns: (1) the physical process of the emissions in which the emissions react with the meteorology and air chemistry of an area creating specific air quality patterns, and (2) the location and intensities of land use activities and transportation facilities. The quantity and location of emissions are a function of land use and circulation patterns. The air quality of the urban environment depends upon these major factors:

1. The ability of the environment to disperse, transform, and remove pollutant loadings generated by urban land use activities. The carrying capacity of an area depends primarily on the amount and type of pollutants, meteorological conditions, and topographical characteristics of the regions.
2. Pollutant source characteristics including the quantity of emissions and the location of the sources. Direct sources are those which emit pollutants as a result of activities inherent in their operations (such as industrial plants) and indirect sources constitute major facilities which create various emission sources (such as transportation related activities at an airport or shopping center.)
3. Background pollutant concentrations which can be defined as the measurable level of pollutant that does not result from human activities.²

The variables that determine air quality, particularly the topography, weather, and wind patterns, prohibit a precise delineation of an air quality analysis boundary area. Air pollutants can be transported many miles and across many jurisdictional boundaries. In response to the regional impact of air quality and the legal mandate of the Clean Air Act of 1970, the Bay Area Air Pollution Control District (BAAPCD) in cooperation with the Association of Bay Area Governments (ABAG) is in the process of developing an Air Quality Maintenance Plan for the Bay Area. The City of San Bruno must actively participate in the development of the maintenance plan and support regional land use controls which will result in a fair distribution of air quality responsibilities among local jurisdictions. In addition, the local decision-makers must continue to evaluate the air quality impacts of proposed projects in San Bruno and specifically address the cumulative air quality impacts that San Bruno projects may have on the region.

FEDERAL AND STATE AIR QUALITY STANDARDS AND TYPICAL POLLUTANT SOURCES³

Substance	Federal Standards		State Standard	Objective	Typical Pollutant Sources
Sulfur Dioxide	Primary	Secondary			
Annual average	0.03 ppm	0.02 ppm		To prevent increase in	Burning of fossil fuels like coal and oil.
24-hour average	0.14 ppm	0.10 ppm	0.04 ppm	respiratory	
3-hour average	0.50 ppm	0.50 ppm	---	disease, plant	
1-hour average	---	---	0.50 ppm	damage & odor.	
Carbon Monoxide					
8-hour average	9 ppm	Same	---	To prevent carboxyhemoglobin	Automobile exhaust emissions and other combustions
1-hour average	35 ppm	Same	40 ppm	levels greater	
12-hour average	---	---	10 ppm	than 2 percent.	
Oxidant					Automobile emissions
1-hour average	0.08 ppm	Same	0.10 ppm	To prevent eye	
Oxidant is generally referred to as photochemical smog. It results from a chemical reaction which takes place in the atmosphere between nitrogen dioxide and reactive organic gases under the influence of sunshine.				irritation, breathing difficulties.	
Particulate					
Annual average	75µg/m ³	60µg/m ³	60µg/m ³	To improve	Dust, smoke, fumes from industrial sources and automobile exhaust
24-hour average	260µg/m ³	150µg/m ³	100µg/m ³	visibility.	
Nitrogen Dioxide					
Annual average	0.05 ppm	Same	---	To prevent health risk and improve	Automobile exhaust emissions and other combustions
1-hour average	---	---	0.25 ppm	visibility.	
Non-methane Hydrocarbon					
6-9 a.m. average	0.25 ppm	Same	---	To prevent oxidant build up.	Burning of fuels or organic waste materials
Lead					
30-day average	---	---	1.5µg/m ³	To prevent health problems.	Automobile exhaust
Hydrogen Sulfide					
1-hour average	---	---	0.03 ppm	To prevent odor.	By product of crude oil refineries and sewage treatment plants
Visibility					
	---	---	10 miles or more to improve when rel. humidity greater than 70%	visibility.	---

The Strictest Air Quality Standard, whether State or Federal, applies in the Bay Area.

ppm - concentration of pollutant in parts per million by volume

µg/m³ - concentration of pollutant in micrograms per cubic meter

II. Air Pollutants, Standards, and Sources

For informational and reference purposes, a summary of the major pollutant substances, the federal and state air quality standards for the pollutants, and typical source origination of the pollutants is provided.

III. Existing Air Quality Environment in San Bruno and the Surrounding Area

A. General Conditions

Section II of the Land Use Element, Major Factors Affecting Land Use Decisions in San Bruno, describes the local and regional setting of the study area including topography and climate, dynamics of past growth, and population summaries. The San Francisco Bay Area is one of the state designated critical air pollution basins. The San Bruno area experiences frequent temperature inversions (warmer dry air, riding over cool marine air at varying heights) which create a layering effect which limits the volume of air into which pollutants can be dispersed. The inversion and wind speeds determine the ventilation or total volume of air available to dilute and disperse pollutants. "Bay Area ventilation is normally adequate to disperse most of the pollution. However, poor ventilation during the warm, sunny months, which foster the development of photochemical oxidant, usually create a⁴ May to October 'smog season', when air pollution is quite apparent."

B. Observed Levels of Pollutants

The Bay Area Air Pollution Control District does not operate an air monitoring station in San Bruno. The closest BAAPCD stations are in San Francisco, Burlingame, and Redwood City. While the Burlingame station is generally considered the most representative monitoring site for San Bruno, this is not true for all areas of the community due to different topographic and meteorological factors within the community. In the environmental impact analysis of the once proposed Route 380, the meteorological conditions surrounding the Crestmoor Canyon were not considered comparable to Burlingame station.⁵

1. BAAPCD Stations Nearest San Bruno

Information on observed levels of pollutants and the number of days ambient air quality standards were exceeded is presented on the following page for the BAAPCD monitoring stations at Burlingame, San Francisco and Redwood City for the period of 1973-1975.

Observed Levels of Pollutants⁶
(BAAPCD Stations Nearest San Bruno)

	Oxidant		Carbon Monoxide		Nitrogen Dioxide		Sulfer Dioxide		Particulates	
	Max.	Days* Exceeded	Max.	Days* Exceeded	Max.	Days* Exceeded	Max.	Days+ Exceeded	Max.	Days+ Exceeded
<u>Stations</u>										
<u>Burlingame</u>										
1973	20	10	8.6	0	--	--	0.018	0.0	43	0.9
1974	16	18	9.8	2	--	--	0.038	0.0	39	0.8
1975	9	1	8.4	0	11.0	0	0.054	1.7	33	0.0
<u>San Francisco</u>										
1973	12	2	9.9	2	0.21	0	0.036	0.0	49	8.8
1974	14	4	9.9	2	16.0	0	0.070	0.0	57	6.0
1975	5	0	12.9	3	23.0	0	0.042	1.7	49	2.6
<u>Redwood City</u>										
1973	20	13	11.0	2	0.16	0	0.002	0.0	48	3.6
1974	18	20	8.8	0	33.0	2	0.017	0.0	50	5.8
1975	13	14	10.1	2	24.0	0	0.014	0.0	42	1.7

NOTE

Definition of Max.:

Oxidant: highest hourly average expressed in parts per hundred million

Carbon Monoxide: highest 8-hour average value in parts per million

(The one-hour standard for CO was never exceeded during the year)

Nitrogen Dioxide: highest hourly average value expressed in parts per million

Sulfur Dioxide: highest 24-hour average value expressed in parts per million

Particulates: Annual geometric mean in micrograms per cubic meter

* number of days ambient air quality standard was exceeded

+ percent of observed days when state air quality standard was exceeded

Source: Bay Area Air Pollution Control District: Data.

2. Crestmoor Canyon Area

The CalTrans monitoring stations near the Crestmoor Canyon Area in 1973 observed the following levels of pollutants:

- a) The measured carbon monoxide concentrations were all well below federal and state standards for ambient air.
- b) The measured oxidant concentrations exceeded the federal standard 4 days in September and 14 days in October.⁷

3. San Francisco International Airport

The San Francisco International Airport borders San Bruno to the east. SFIA is a significant indirect source of air pollution in the local area. Regarding existing air pollution conditions in 1974, the SFIA collected the following data on pollutants:

San Francisco International Airport⁸ Emission Inventory - 1974 (Pollutant Emissions (Tons/Day))

Source	Total Hydrocarbons	Carbon Monoxide	Oxides Of Nitrogen	Sulfur Dioxide	Particulates
<u>Airport Related</u>					
On-Airport:*					
Aircraft	5.6	10.0	6.3	0.11	0.38
Motor Vehicles	1.1	11.2	1.0	0.41	0.13
Service Vehicles	0.01	0.01	0.01	Neg.	Neg.
Stationary Sources	0.10	0.20	0.42	Neg.	0.10
Total On-Airport:	<u>6.8</u>	<u>21.4</u>	<u>7.7</u>	<u>0.52</u>	<u>0.61</u>
Off-Airport:**					
Access Vehicles	<u>5.7</u>	<u>53.0</u>	<u>8.5</u>	<u>0.24</u>	<u>0.98</u>
Total Airport Related	12.5	74.4	16.2	0.76	1.5
Airport Vicinity***					
Motor Vehicles Not Accessing Airport, But in Vicinity	3.6	32.7	5.1	0.15	0.9

NOTE: Neg. = Negligible or approximately less than 0.001 tons/day.

* Airport related emissions are those induced by airport related activities, and represent the total emission load on the Bay region attributable to SFIA.

** Off-Airport emissions generated by access vehicles are attributable to SFIA, but do not totally affect air quality in the vicinity of the airport since part of the activities occur many miles from the airport.

*** Airport vicinity emissions affect air quality in the vicinity of the airport, but are not attributable to SFIA activities.

"There currently are violations of State of California and National Ambient Air Quality Standards at the Airport. These include violations of the one hour and eight hour carbon monoxide standards, the one hour standard for nitrogen dioxide, the three hour standard for non-methane hydrocarbons, and the one hour oxidant standards."

4. Major Point Sources Near San Bruno

The BAAPCD has not identified any large or major direct point sources of air pollution emissions in San Bruno. Regarding point sources near San Bruno, the BAAPCD has collected data on the following pollutants:

Major Point Sources Near San Bruno¹⁰
(Emissions - Tons/Day) 1974

Source Name And Location	Particulates	Organic Gas	Nitrogen Oxides	Sulfur Dioxide	Carbon Monoxide
United Airlines Maintenance Base (South San Francisco)	0.1	0.1	0.4	-	0.19
Southern Pacific Pipelines Company (Brisbane)	-	0.8	-	-	-
Lone Star Industries (Brisbane)	0.1	-	-	-	0.9

C. Community-Wide Analysis - Lack of Data

The information presented above under general conditions and observed levels of pollutants does not represent a fully quantitative analysis of the existing air quality conditions in San Bruno; but it does represent the most accurate and accessible data on existing conditions in the area.

The City of San Bruno has not performed any monitoring of existing air quality conditions on a community-wide basis for San Bruno nor has the BAAPCD performed such analysis. Historically specifications of land use in the community and throughout the Bay Area have been insensitive to air quality considerations and only in the last five years have San Bruno and other communities become aware of the importance of air quality planning. This factor has created a minimal data base to analyze air quality issues in the local level. The City has done traffic studies as part of its land use and circulation planning (see the Circulation Element of the General Plan for details) including projections on average daily traffic figures on major streets. However, the City does not have extensive origin/destination studies, data on vehicle miles traveled for specific areas, or in-depth traffic

characteristics and roadway analysis on a community-wide basis - - 89
all data necessary for a quantitative air quality analysis. (It
should be noted that such analysis was not previously required by
state or federal law when the City adopted its 1967 Land Use Element.)

IV. The Potential Air Quality Environment

A. San Bruno

In assessing the potential air quality environment in San Bruno, one must look at the proposed gradual changes to existing land use patterns as well as the proposed uses for vacant land in the community. (See Section IV of the Land Use Element - Summary Land Use Plan, for a summary of the changes.)

Ninety-four percent (94%) of the land in San Bruno is already developed for urban uses and the overall circulation and land use patterns have already been established. The revisions to the land use element do not propose any major conversions of land use patterns to more intense uses; and overall most of the existing residential, commercial, and industrial areas are proposed to be retained. The plan does establish a policy whereby in certain existing residential areas of the community (primarily the area bounded by Interstate 380, Huntington, El Camino Real, and southerly to the city limits) as the natural process of change occurs, the residential area shall convert to an area of less density. (The previous land use plan and policies proposed that the existing mixture of low to high density residential uses in this area should convert to high density over time. This plan proposes that the mixed densities convert to low and low-medium density.) Therefore, the major air quality setting in San Bruno has already been established and the future setting will be affected primarily by factors or events that occur in the surrounding area and region rather than direct changes within the community, with the exception that portions of the remaining vacant land (although less than 5% of the land in the city) are located in areas where future land uses could have a significant adverse impact in air quality.

The specific vacant areas where future development may adversely affect the quality of the air include the four areas identified in this plan as future study areas: (See Map: Land Use Plan.)

Study Area 1: Bayhill - Area bounded by San Bruno Avenue, Interstate 280, Interstate 380, and El Camino. (Planning Area 6-A in text of Land Use Element)

Study Area 2: Navy-Lincoln Center - Area bounded by Interstate 380, Interstate 280, the city's northern limits in that area, and El Camino Real. (Planning Area 6-B in text of Land Use Element)

Study Area 3: Tanforan - Area bounded by El Camino Real, Noor Avenue, the Southern Pacific Railroad lines, and Interstate 380. (Planning Area 6-C in text of Land Use Element)

Study Area 4: Mills Park (North) - Area bounded by Interstate 280, San Bruno Avenue, Acacia Avenue and the developed single family units on the existing northern edge of Mills Park. (Planning Area 5 in text of Land Use Element)

The general land use classifications in these areas have been designated in this plan, however, the specific plans for these areas have not been determined. (NOTE: In each study area some development has already occurred.) The cumulative environmental impacts of development in these areas has not been evaluated to date and an action program of this element includes a plan for the city to do an economic environmental study of these areas so as to define the cumulative effects of utilization of the areas and establish more detailed criteria for the scope and scale of use of the land.

Preliminary studies in these areas have established the following air quality analysis:

- 1) Upon completion of a totally built-out area in the Bayhill study area, pollution could be expected to increase 25%. Concentrations of carbon monoxide at the ground in certain areas could create conditions detrimental to health. "In actual stop-and-go traffic, as San Bruno Avenue and El Camino Real experience during the P.M. peak hour at traffic lights, local 'hot spots' of pollution can develop if extensive waiting and idling occurs. Hot spots at this corner have been established during stagnant air conditions."¹¹
- 2) Upon completion of a totally built-out area in the Tanforan study area, the total average 24¹² hour emissions will be increased by approximately 15%. The existing Tanforan Shopping Center in the area is already an existing indirect source of pollution.

The preliminary studies have reinforced the need for the City to do specific plans in these study areas.

B. San Bruno and Surrounding Area

In summary, for purposes of future study the following areas are identified as areas where future local or regional land use decisions could affect air quality in San Bruno and the immediate area. The critical areas include the following locations:

- 1) Western Sphere of Influence Lands: the unique topography of this area requires detailed analysis as alteration of natural land features could have significant environmental impacts.
- 2) Sharp Park Road: the future capacity of Sharp Park Road will affect traffic patterns and air quality.
- 3) Crestmoor Canyon: unique topography and meteorological conditions of this area require special analysis.
- 4) Special Study Areas (Bayhill, Navy-Lincoln Center, and Tanforan) and Related Major Intersections:
 - San Bruno Avenue at Route 101, Huntington, El Camino Real, and Interstate 280
 - Sneath Lane at El Camino Real and Interstate 280
 - El Camino Real at Interstate 380

Detailed roadway and service analysis will have to be performed at these intersections as part of the future study area analysis.

- 5) Possible BART Stations: still under extensive regional study.
- 6) Eastern Sphere of Influence Lands: light to medium industrial uses proposed in this area will require detailed air quality analysis.
- 7) San Francisco International Airport: the airport is both a direct and indirect source of air pollution and airport and airport-related activities must continue to be carefully evaluated.
- 8) Route 101, Interstate 380, Interstate 280: any decisions regarding these major freeways require detailed air quality analysis.

C. Bay Area Trends

"From 1969 through 1974 air quality measurements of suspended particulates, sulfur dioxide, oxidant and nitrogen dioxide have all shown improvement in the District. However, restrictive meteorological conditions in 1974 caused increases over 1973 in oxidant and suspended particulate. Sulfur dioxide, which had increased in 1973, as related to fuel switching and the energy crisis, was plateaued in 1974 with no further increase despite the meteorological factors. Nitrogen dioxide, as a photochemical pollutant more closely related to emissions, showed an overall decrease, although a weather-related increase in days over standard was recorded in the Santa Clara Valley."¹³

The Environmental Protection Agency states that projections for the next ten years indicate that emissions from light vehicles will decrease until the mid 80's whereupon the sheer growth of vehicle miles traveled (VMTs) in the Bay Area will overshadow the decrease and emissions will go up again. Therefore, it is incumbent upon local and regional agencies to think now how to reduce commute trips and reduce the general public's dependency on the automobile.¹⁴

It is expected that the BAAPCD and ABAG Air Quality Maintenance Plan will be the best data source and assessment of the real potential air quality environment in the area, so more detailed analysis is pending completion of that study.

V. Alternative Land Uses

Alternative land use decisions for the community have been evaluated throughout the Land Use Element and will not be repeated here. Because of the existing land use patterns which are established in the community, the number of realistic alternatives is limited in many cases. In the special study areas analysis, however, land use intensity alternatives will be evaluated carefully.

VI. Mitigation Measures for Improved Air Quality

The proposed recommended policies and programs stated in Section VI of the Land Use Element and the land use policies enumerated by planning areas in Section IV of the Land Use Element constitute the general mitigation measures for improved environmental quality throughout the community.

Mitigation measures proposed to be carried out by the City of San Bruno relating specifically to air quality include the following policies:

- a. Participation in all stages of formulation of the Bay Area Air Quality Maintenance Plan and Environmental Management Plan.
- b. Re-evaluate this Land Use Element upon completion of the Bay Area Air Quality Maintenance Plan.
- c. Conduct special environmental and economic studies and develop specific area plans for the portions of San Bruno identified as Bayhill, Navy-Lincoln Center, and Tanforan. (This analysis must include detailed quantitative and qualitative air quality analysis.) The completion date of these proposed studies is now known at this time.
- d. Adopt specific criteria for the content of air quality analysis to be provided in Environmental Impact reports for projects in the community. (Guidelines proposed by BAAPCD to be used as reference.)
- e. Encourage staggered working hours at the employment centers in Bayhill and Tanforan areas to reduce spot pollution loads at congested intersections.
- f. Encourage expanded public transportation opportunities including expanded bus services in San Mateo County.

- g. Encourage car-pooling and cooperate with volunteer car-pooling programs.
- h. Encourage use of energy conservation technology to minimize burning of fossil fuels.
- i. Amend zoning ordinance to include current performance standards for land uses with emphasis on industrial standards.
- j. Re-evaluate the City's parking requirements by zoning district.
- k. Ensure that site plan developments in the community include features which are supportive of public transit, pedestrian, and bicycle use.

On a project-by-project basis, more specific mitigation measures may be required depending on the environmental impacts of a specific project.

VII. Limitation of the Air Quality Analysis of this Plan

In response to comments received by the State of California Air Resources Board, the above analysis has been included as Appendix D of the Land Use Element. The purpose of the analysis is to generally inform the community about the importance of air quality analysis in the planning process and to identify San Bruno's role in maintenance of acceptable air quality in the Bay Area. The City recognizes that this analysis does not constitute a complete quantitative air quality assessment of the existing or future air quality conditions in the area.

Section III of this Appendix D addresses the issue of lack of data on existing conditions which immensely limits the City's ability to do a thorough analysis of future conditions. In addition, air quality projections and air quality modeling for the future are beyond the technical and economic capabilities of this community at this time. The City will continue to upgrade the data base to allow for better air quality analysis. (See Mitigation Measures for Improved Air Quality, Section V of this appendix.) Given the economic constraints of the smaller communities, the technical and complicated properties of air pollution, and the recognized regional impact of air quality, the City, however, maintains that the major responsibility for data collection and assessment rests with the regional governmental, planning, and review agencies created for the sole purpose of addressing the air pollution problem.

The policies adopted in this Land Use Element clearly demonstrate the community's recognition of its responsibility to carefully evaluate air quality and its commitment to perform local studies and participate in regional studies on air quality.

NOTE: This analysis was prepared based upon general guidelines suggested by James M. Ryerson, Air Resources Board staff representative for Air Quality Maintenance Planning in the Bay Area, and Fred S. Leif, Environmental Protection Agency, Environmental Engineer of the California Air Quality Maintenance Area.

SOURCES

1. Emissions and Air Quality Assessment, Report No. ARB/EP-76001, prepared by California Air Resources Board, dated April, 1976. Pages 1.2 and 1.3.
2. Emissions and Air Quality Assessment, Report No. ARB/EP-76001, prepared by California Air Resources Board, dated April, 1976. Pages 1.5 and 1.6.
3. Air Pollution and the San Francisco Bay Area, prepared by the Bay Area Air Pollution Control District, dated March, 1976. Pages 6-10, and Page 20.
4. Air Pollution and the San Francisco Bay Area, prepared by the Bay Area Air Pollution Control District, dated March, 1976. Pages 12 and 13.
5. Draft Environmental Statement, Route 380, Portola Freeway and Alternatives, prepared by State of California Department of Transportation, District 4, dated May, 1974. Page 47.
6. Air Pollution in the Bay Area by Station and Contaminant: 1973, 1974, 1975, data generated by Bay Area Air Pollution Control District.
7. Draft Environmental Statement, Route 380, Portola Freeway and Alternatives, prepared by State of California Department of Transportation, District 4, dated May, 1974. Page 47.
8. Draft Environmental Impact Statement for SFIA Airport Development Program, prepared by Department of Transportation - Federal Aviation Administration - Western Region, dated April, 1976. Pages IV-35, IV-36.
9. Draft Environmental Impact Statement for SFIA Airport Development Program, prepared by Department of Transportation - Federal Aviation Administration - Western Region, dated April, 1976. Page IV-44.
10. Air Pollution and the San Francisco Bay Area, prepared by the Bay Area Air Pollution Control District, dated March, 1976. Pages 36-37.
11. Environmental Impact Report: Lake Amir Office Park - Bayhill Office Center, prepared by George S. Nolte and Associates, dated September, 1974. Air Quality Analysis, pages 87-98, quote specifically from page 90.
12. Draft Environmental Impact Report for Regional Office Building on 1.45 acre site in the City of San Bruno, California, prepared by Tri-State Engineering Company, as amended and dated December, 1975. Air Quality Analysis page 21, 22 and Appendix II.

13. Special Report: 10-15-75 - Comparison of Air Quality Data, 1969-1974, prepared by Bay Area Air Pollution Control District, Technical Services Division. Page 1.
14. Fred Leif, Environmental Protection Agency, San Francisco Office. Verbal comments September 14, 1976.

APPENDIX EDISTRIBUTION LIST - DRAFT LAND USE ELEMENTLocal Distribution

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APPENDIX FPUBLIC REVIEW PROCESS

List of Written Comments and Responses on Land Use Element*

The following is a list of all written correspondence on the Draft Land Use Element which includes the environmental analysis of the element for the period of May 21, 1976 through March 2, 1977. The actual correspondence is not included in this Appendix due to the length, but the material is on file in the City of San Bruno Department of Planning and Building as part of the official record for this document.

This Land Use Element in its adopted form constitutes the City's responses to the comments made; however, more detailed responses can be found in the information on file.

*NOTE: This list includes the comments received during the formal public review process beginning with the circulation of the draft May 21, 1976.

Records of the comments received during the meetings of the Citizens' Land Use Committee and during Planning Commission review and study of the element prior to completion of a draft are not listed but are on file in the Department of Planning and Building.

- Draft Land Use Element of San Bruno General Plan, dated May, 1976.
- Notice of Completion, sent to State of California, Secretary for Resources, dated May 21, 1976 (Subject: Completion of Draft Land Use Element which includes environmental analysis.)
- Distribution List for Draft Land Use Element, May, 1976.
- Letter of transmittal for public distribution of Draft Land Use Element, Director of Planning and Building William Kelly, dated May 21, 1976.
- Letter of transmittal to Office of Planning and Research, State Clearinghouse, Assistant Planner Kay Ransom, dated May 21, 1976 (Subject: Office of Planning and Research distribution of 15 element copies to appropriate state agencies.)
- Letter of enclosure to Office of Planning and Research, State Clearinghouse, Secretary Dalene Murray, dated May 24, 1976 (Subject: Office of Planning and Research distribution of 15 element copies to appropriate state agencies.)
- Written comments, Commissioner Loretta Currie, received May 26, 1976. (Subject: residential densities.)
- Project Notification and Review System - Notice from Office of the Governor, received June 2, 1976. (Subject: Assignment of State Clearinghouse Number.)
- Staff Report No. 1, Department of Planning and Building, dated June 2, 1976.
- Written comments, Commissioner Girvin Whitney, dated June 7, 1976. (Subject: Miscellaneous corrections.)
- Letter, George W. Williams, 195 Glenn Way, Belmont, California, dated June 7, 1976. (Subject: Two areas on Sneath Lane near Engvall School.)
- Planning Commission Minutes, June 7, 1976.
- Staff Report No. 2, Department of Planning and Building, dated June 15, 1976.
- Letter, David Weinberg, 931 W. San Bruno Avenue, San Bruno, California, dated June 20, 1976. (Subject: Eastern Sphere of Influence and San Bruno Avenue between El Camino Real and I-280.)
- Letter, Dr. Nate Chalmers, 1515 Trousdale Drive, Burlingame, California, dated June 21, 1976. (Subject: Area on Crestwood Drive.)
- Planning Commission Minutes, June 21, 1976.
- Staff Report No. 3, Department of Planning and Building, dated July 1, 1976.
- Written comments, Commissioner Tom Ricci, dated July 2, 1976. (Subject: Miscellaneous comments.)
- Planning Commission Minutes, July 6, 1976.
- Staff Report No. 4, Department of Planning and Building dated July 12, 1976.
- Planning Commission Minutes, July 19, 1976.
- Letter, State of California, Office of Planning and Research, dated July 13, 1976 with attached comments from Air Resources Board, dated July 7, 1976 both received July 19, 1976. (Subject: Air quality analysis.)
- Letter, City Attorney Joseph Galligan, dated July 22, 1976. (Subject: Air quality analysis.)
- Letter to Air Resources Board, Director of Planning and Building William Kelly, dated July 26, 1976. (Subject: Air quality analysis.)

- Memo to Planning Commission, Assistant Planner Kay Ransom, dated July 27, 1976.
- Petition on Neighborhood Density (regarding portions of San Bruno Park) with 566 signatures, presented by Rose Urbach, 440 Euclid, at August 2, 1976 Planning Commission meeting.
- Summary notes of staff presentation to Planning Commission at August 2, 1976 meeting.
- Planning Commission Minutes, August 2, 1976.
- Letter, Lawrence E. Furey, 21 Shasta Lane, Menlo Park, California, dated August 4, 1976. (Subject: Northeast corner of Shelter Creek Lane and Whitman Way.)
- Letter to G. W. Williams, 195 Glenn Way, Belmont, California, from Assistant Planner Kay Ransom, dated August 5, 1976. (Subject: Two areas on Sneath Lane near Engvall School.)
- Staff Report No. 5, Department of Planning and Building, dated August 11, 1976.
- Master List of Changes to Draft Land Use Element. List dated August 11, 1976.
- Letter to Air Resources Board, Director of Planning and Building William Kelly, dated August 11, 1976. (Subject: Air quality analysis.)
- Letter, George W. Williams, 195 Glenn Way, Belmont, California, dated August 12, 1976. (Subject: Two areas on Sneath Lane near Engvall School.)
- Supplement to Petition on Neighborhood Density (regarding portions of San Bruno Park) with 13 signatures, presented by Rose Urbach, 440 Euclid at August 16, 1976 Planning Commission meeting.
- Exhibit on residential density analysis presented at Planning Commission meeting August 16, 1976.
- Planning Commission Minutes, August 16, 1976.
- Letter, Mrs. Klis W. P. Baretta, 540 Kains Avenue, San Bruno, California, dated August 17, 1976. (Subject: San Bruno Park density.)
- Letter, Mrs. B. M. Ramblos, 717 Green Avenue, San Bruno, California, dated August 17, 1976. (Subject: San Bruno Park density.)
- Letter, State of California Air Resources Board, dated August 18, 1976. (Subject: Air quality analysis.)
- Letter, Mrs. Mary Badessa, 968 Mills Avenue, San Bruno, California, dated August 20, 1976. (Subject: San Bruno Park density.)
- Letter, Mr. & Mrs. Aubrey Rogers; 709 Green Avenue, San Bruno, California, dated August 23, 1976. (Subject: San Bruno Park density.)
- Letter (second submittal), Mr. & Mrs. Aubrey Rogers, 709 Green Avenue, San Bruno, California, dated August 23, 1976. (Subject: San Bruno Park density.)
- Letter, Lynnette VanMeter, 555 Green Avenue, San Bruno, California dated August 24, 1976. (Subject: San Bruno Park density.)
- Letter, Barry Nathan, San Mateo County Planning Department - Airport Land Use Commission staff, dated August 27, 1976. (Subject: San Bruno Park and Belle Air land use designations.)
- Staff Report No. 6, Department of Planning and Building, dated August 31, 1976.
- City of San Bruno Community Congress - Resolution, March 17, 1973. (entered into the record by Commissioner Spencer.)
- Letter, The J. McClurg Family, 785 Mills Avenue, San Bruno, California, dated September 2, 1976. (Subject: San Bruno Park density.)
- Letter, Adelaide M. Carrey, 164 San Benito Avenue, San Bruno, California, dated September 4, 1976. (Subject: San Bruno Park density.)
- Letter, Charlotte O'Brien, 240 Santa Dominga Avenue, San Bruno, California dated September 5, 1976. (Subject: Lomita Park density.)
- Letter, Marjorie B. Rogers, 709 Green Avenue, San Bruno, California, dated September 7, 1976. (Subject: Senior Citizens Postponement of Property Tax.)

- Letter, John and Pat Kollen, 680 Hensley Avenue, San Bruno, California, dated September 7, 1976. (Subject: San Bruno Park and Lomita Park density.)
- City of San Bruno Chamber of Commerce - Business Report, August, 1976. (Subject: Editorial on subject of residential density surrounding San Mateo Avenue.)
- Planning Commission Minutes, September 7, 1976.
- Letter, State of California, Office of Planning and Research, dated September 15, 1976 with attached comments from Department of Fish and Game, dated July 26, 1976, both received September 20, 1976. (Subject: Wildlife and wildlife habitat.)
- Letter, Mr. & Mrs. Walker Chapman, 672 Hensley Avenue, San Bruno, California, dated September 16, 1976. (Subject: Density on Hensley Avenue.)
- Letter, Ms. Yvonne Gregoire, 601 Easton Avenue, San Bruno, California, dated August 11, 1976, received September 16, 1976. (Subject: San Bruno Park density.)
- Letter, Bernard R. Rooney, Coldwell, Banker Management Corporation, One Embarcadero Center, San Francisco, California, dated September 16, 1976. (Subject: Vacant property on south side of San Bruno Avenue between Magnolia Avenue and I-280.)
- Memo to Planning Commission, Department of Planning and Building, dated September 17, 1976.
- Public information statement to citizens of San Bruno from San Bruno Planning Commission, dated September 20, 1976. (Subject: Land Use Element.)
- Letter, Bert M. Sabel, 3030 22nd Avenue, San Francisco, California, dated September 20, 1976. (Subject: Density on Huntington Avenue.)
- Planning Commission Minutes, September 20, 1976.
- Letter to Air Resources Board, Director of Planning and Building William Kelly dated September 24, 1976 with attachment of proposed Appendix D (Subject: Air quality analysis.)
- Planning Commission minutes, October 4, 1976.
- Master list of changes to Draft Land Use Element, list as amended October 15, 1976 including attachments of certain replacement pages and revised map, Land Use Plan, as amended October, 1976.
- Notice of Hearing sent to interested citizens and public agencies (Subject: Land Use Element hearing scheduled November 1, 1976.)
- Distribution list for Notice of Hearing, dated October 15, 1976.
- Letter of San Mateo County Planning Department - Airport Land Use Commission staff, Kay Ransom, Assistant Planner, dated October 15, 1976. (Subject: San Bruno Park and Belle Air land use designations.)
- Letter to Department of Fish and Game, Kay Ransom, Assistant Planner, dated October 15, 1976. (Subject: Wildlife and wildlife habitat.)
- Staff Report No. 7, Department of Planning and Building dated October 15, 1976.
- Letter, Mr. William Botieff, 1336 El Camino Real, Millbrae, California, dated October 22, 1976. (Subject: Housing and residential density.)
- Letter, Malcolm C. Carpenter, City of Pacifica Planning Department, dated October 22, 1976. (Subject: Western Sphere of Influence and Western Residential Areas.)
- Letter, William C. Lockett, State of California Air Resources Board, dated October 28, 1976. (Subject: Air Quality Analysis.)
- Planning Commission Minutes, November 1, 1976.
- Staff Report No. 8, Department of Planning and Building dated November 10, 1976.
- Addition to Master List of Changes; (list dated October 15, 1976, addition sheet dated November 10, 1976.)

- Letter, Mr. Leon Miller from Kay Ransom, Assistant Planner, dated November 10, 1976. (Subject: City-owned open space along Crystal Springs Road.)
- Letter, John F. Miglian, 1910 Parkview Drive, San Bruno, California, dated November 10, 1976. (Subject: Lomita Park and San Bruno Park density.)
- Letter, Loretta A. McClurg, 785 Mills Avenue, San Bruno, California, dated November 10, 1976. (Subject: San Bruno Park density.)
- Letter, Marjorie B. Rogers, 709 Green Avenue, San Bruno, California, dated November 11, 1976. (Subject: San Bruno Park and Lomita Park density.)
- Letter, Mrs. Klis W. Baretta, 540 Kains Avenue, San Bruno, California, dated November 12, 1976. (Subject: San Bruno Park density.)
- Planning Commission Minutes of November 15, 1976.
- Resolution No. 1976-22 of the City of San Bruno Planning Commission adopted November 15, 1976. (Subject: Adoption of Land Use Plan.)
- Letter, Lorraine Rogers, 720 Masson Avenue, San Bruno, California, dated December 8, 1976. (Subject: San Bruno Park density.)
- Notice of City Council Hearing on Land Use Element, prepared by City Clerk Terri Rasmussen.
- Distribution List of Notices sent by City Clerk, listed dated December 15, 1976.
- Staff Report No. 9 to City Council from William R. Kelly, Director of Planning and Building, dated December 15, 1976.
- Master List of Changes to Draft Land Use Element, (final list of changes as amended by Planning Commission on November 15, 1976), list dated December 15, 1976 including attachment of certain replacement pages and revised map, Land Use Plan, as amended November, 1976.
- Letter, Dr. Selina Bendix to City Clerk Terri Rasmussen, dated January 6, 1977 (Subject: Review of Environmental Impact of Land Use Element.)
- Letter, Dr. Selina Bendix from William R. Kelly, dated January 7, 1977. (Subject: Solicitation of comments on Draft Land Use Plan.)
- Letter, Vice-Mayor Gary Mondfrans to Mayor Kozkowski dated January 8, 1977. (Subject: Land Use Plan Hearings.)
- City Council Minutes, January 10, 1977.
- Letter, Rose Urbach, 440 Euclid, San Bruno, California, presented to City Council January 10, 1977. (Subject: San Bruno Park density.)
- Letter, Yvonne Gregoire, 601 Easton Avenue, San Bruno, California, submitted to City Council January 10, 1977. (Subject: San Bruno Park density.)
- Letter, Marjorie B. Rogers, 709 Green Avenue, San Bruno, California together with newspaper article, submitted to City Council January 10, 1977. (Subject: San Bruno Park density.)
- Letter, Josephine Gregoire, 785 Masson Avenue, San Bruno, California, submitted to City Council January 10, 1977. (Subject: San Bruno Park density.)
- Letter, Helen Kiley, 638 Green Avenue, San Bruno, California, submitted to City Council January 10, 1977. (Subject: Supporting Land Use Plan as proposed.)
- Letter, Marie Gibson, 876 Hensley Avenue, San Bruno, California, submitted to City Council January 10, 1977. (Subject: San Bruno Park density.)
- Newspaper clipping dated June 16, 1976 submitted by Vice-Mayor Mondfrans to City Council January 10, 1977. (Subject: Results of high school survey on students' wants.)

- Letter to Dr. Selina Bendix from William R. Kelly, Director of Planning and Building, dated January 11, 1977. (Subject: Notification of extension of time to file comments.)
- Letter, Doris Christiansen, 117 San Juan Avenue, San Bruno, California, received in Planning Department January 17, 1977. (Subject: Lomita Park density.)
- Letter to Dr. Selina Bendix from William R. Kelly, Director of Planning and Building, dated January 17, 1977. (Subject: Insertion of page 8 of Draft Land Use Element.)
- Staff Report No. 10 to City Council from William R. Kelly, Director of Planning and Building, dated January 20, 1977.
- Master List of Changes to Draft Land Use Element, prepared by Vice-Mayor Mondfrans and William R. Kelly, Director of Planning and Building, dated January 18, 1977, including attachment of certain replacement pages. (Amends list dated December 15, 1976.)
- Letter, Jack Sidener, Wilsey & Ham, 1035 East Hillsdale Boulevard, Foster City, California submitted to City Council January 24, 1977. (Subject: Two parcels on Sneath Lane near Engvall Road owned by G. W. Williams Company.)
- Letter, Lawrence E. Furey, 21 Shasta Lane, Menlo Park, California submitted to City Council January 24, 1977. (Subject: San Bruno Avenue - linear strip.)
- Letter, Robert E. Macomber, 730 Second Avenue, San Bruno, California presented to City Council January 24, 1977. (Subject: Supporting low density policy.)
- Letter, G. W. Williams Company, 195 Glenn Way, Belmont, California presented to City Council January 24, 1977. (Subject: Land Use Plan as Proposed.)
- Memo to City Council from William R. Kelly, Director of Planning and Building dated January 24, 1977 outlining changes to land use plan as well as attachment dated January 22, 1977 from Vice-Mayor Mondfrans incorporating corrections to land use plan.
- City Council Minutes, January 24, 1977.
- Letter, Morris Hillstead, 503 Anita Lane, Millbrae, California, received Planning Department February 3, 1977. (Subject: San Bruno Park density.)
- Letter, G. W. Williams Company, 195 Glenn Way, Belmont, California received Planning Department February 3, 1977. (Subject: Study Areas in Land Use Plan.)
- Letter to G. W. Williams Company, 195 Glenn Way, Belmont, California, from Mayor Margaret A. Kozkowski February 9, 1977. (Subject: Proposed Study Areas.)
- Memo to Planning Commission from William R. Kelly dated February 9, 1977. (Subject: Changes Proposed by City Council.)
- Memo to City Council from William R. Kelly dated February 9, 1977, including Second Draft, Land Use Element with map, dated January, 1977. (Incorporating all changes made by City Council.)
- Letter to Howard Lawson, American Savings & Loan, 9465 Wilshire Boulevard, Beverly Hills, California, dated February 10, 1977. (Subject: American Savings and Loan property.)
- Memo to Planning Commission from William R. Kelly dated February 17, 1977. (Subject: Changes Proposed by City Council.)
- Minutes Planning Commission meeting February 22, 1977.
- Memo to City Council from William R. Kelly dated February 24, 1977. (Subject: Report on City Council's proposed changes from Planning Commission.)
- Minutes City Council meeting February 28, 1977.
- Resolution 1977-6 of the City Council of San Bruno. (Subject: Adoption of the Land Use Element.)
- Memo to Citizens' Land Use Committee members (Subject: Adoption of Land Use Element.)
- Notice of Determination dated March 2, 1977.

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school/public bldg.

residential max. units/acre

low 8

low-medium 15

high-medium 22

high commercial 30

neighborhood community

regional office

neighborhood community

regional industrial

research/admin.

light

city bdry. ----- planning area

study area [sa]

freeway = major arterial

land use element feb. 1977

